

ALL HANDS

SEPTEMBER 1979

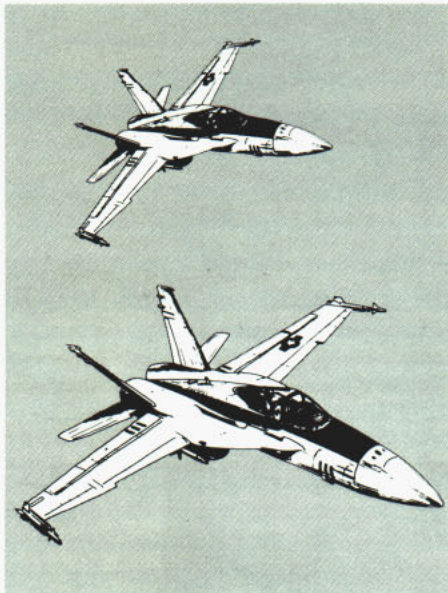
in this issue:

Albuquerque's Roadrunner
Recruit Company

A Look at the F/A-18 Hornet



The third successful submarine-launched Trident 1 (C-2) missile is fired from the fleet ballistic missile submarine USS Francis Scott Key (SSBN 657) off the coast of Cape Canaveral, Fla. The launch took place last July, the 10th anniversary month of the first manned Apollo moon landing. (Photo by JO1(SS) Pete Sundberg)



ALL HANDS

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Back: A member of Special Boat Unit 25 during this year's Operation Solid Shield. Story begins on page 33. Photo by PH2 Dave Longstreath.

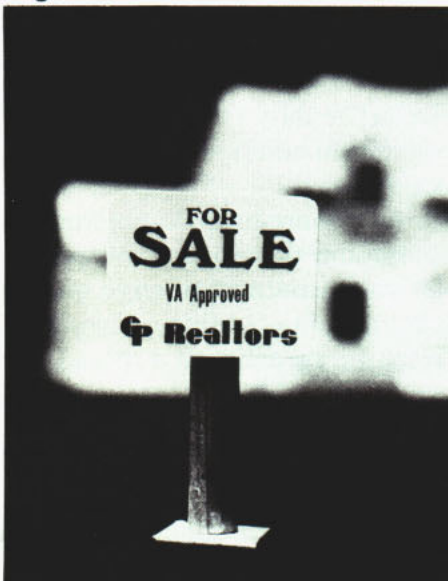
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Currents

GASOHOL Tested at NWSC Crane, Ind.

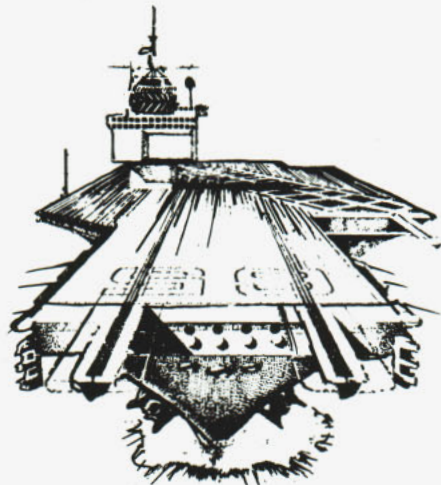


Merchant Marine Reserve Program Reestablished

There is at least one way to beat the gasoline shortage and the Naval Weapons Support Center (NWSC), Crane, Ind., is exploring it. The way is using GASOHOL, a mixture of 90 percent unleaded gas and 10 percent ethyl alcohol. With the first delivery of bulk GASOHOL on May 15, NWSC began using the fuel exclusively in 20 pickup trucks operated by base security guards. The change to GASOHOL is part of the Navy's effort to conserve energy and reduce consumption of petroleum-based fuels through innovative techniques. Use of GASOHOL is a demonstration which will be continued at NWSC as long as it remains beneficial. The demonstration will test the reliability of GASOHOL and the claims made by its proponents of increased fuel economy and better engine performance. Although too early to make a final evaluation, vehicles at NWSC which use GASOHOL are said to have better performance, easier starting and more power. The ethyl alcohol used to supplement gasoline for the demonstration is produced from grain and other agricultural products, most of which are produced in the Midwest.

In event of war or general mobilization, the nation's Merchant Marine force should be manned with personnel who are trained to work closely with the Navy. In keeping with this aim, the Navy recently announced the reestablishment of the Merchant Marine Reserve (MMR) program. The program provides for direct commissions to qualified Merchant Marine officers and trains them in Navy missions, requirements and roles. Reservists will periodically receive active duty for training and will complete Navy correspondence courses. In addition, the MMR officers will complete approved projects on their ships while under way instead of attending weekend drills as do their shore-based counterparts in the Naval Reserve. In event of mobilization, these officers would not be recalled to serve on Navy ships, but would continue to serve on Merchant ships and would use their Navy training in coordination with the fleet. Qualified Merchant Marine officers will be assigned a special restricted line officer designator in the Merchant Marine Reserve, and will compete for promotion among themselves. Qualified graduates of Merchant Marine Academies will be offered direct commissions in the Merchant Marine Reserve upon graduation, while eligible Merchant Marine officers now serving at sea may receive direct appointments into the program.

CVs Tip Balance in Favor of Allies, Says ADM Train



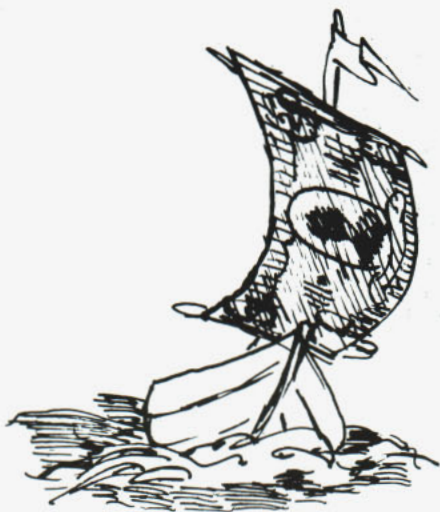
It is the aircraft carrier that tips the naval balance in favor of the NATO allies today, Admiral Harry D. Train II told a CTF 60 change of command audience on June 22. During the ceremony, Rear Admiral James P. Sanderson relieved Rear Admiral R. F. Schoultz as Commander Task Force 60 and Commander Carrier Group Two. "The aircraft carrier provides the critical balance between our lesser number of ships and the greater numbers possessed by the Soviets," ADM Train, Commander in Chief, U.S. Atlantic Fleet and Supreme Allied Commander Atlantic, said in his remarks. Other allied strengths he listed were the ability to operate at sea for long periods, amphibious forces, advanced technology, competent navies within NATO, U.S. experience in using naval power, and outstanding commanding officers. "The Soviets are working hard to overcome their weaknesses," ADM Train said. "They are, for example, developing a rudimentary sea-based tactical air capability through ships like the *Kiev* and *Minsk*." He said the allies have maritime superiority today based upon capability rather than numbers. "It lies in our ability to sustain those battle groups for long periods at sea and it lies in our superior naval leadership," he said. "These are capabilities unmatched today by the Soviet navy." Why is maritime superiority so important? ADM Train said it is because the United States and other NATO nations are dependent upon the sea for physical security and for economic survival. "For the first time," he said, "the Soviets have developed a capability to threaten our economic lifelines from the Third World in the case of raw materials and to Europe in the case of manufactured products and trade. "If it comes to a showdown, we cannot afford a drawn out war of attrition where we defend sea lines of communication... we must be offensively capable. We must be able to fight on terms advantageous to us."

Counseling, Treatment for Overweight Personnel



Through a reemphasis of the informal "shipshape" counseling programs originally begun in 1974, the Navy is hoping to improve the help available to overweight personnel and their dependents. As part of the reorganized program outlined in OPNAVINST 6110.3, commands can now request a starter kit and other help in setting up local "shipshape" programs. Commands should submit their requests for kits to Commander, Naval Military Personnel Command (NMPC-63). The instruction clarifies the responsibilities of the medical officer to assess body weight as a routine part of daily contact with Navy people at sick call and during physical exams. The physician's role in assessing the physical capabilities and limitations of overweight personnel has also been clarified. After full evaluation by a medical officer, personnel may be referred to the "shipshape" program. Whenever possible, a medical officer will be designated to serve as the medical consultant to the command's "shipshape" program. While minimum and maximum weight standards have not changed, guidelines for applying these standards have been clarified by the instruction. Additionally, inpatient and outpatient counseling programs based on the proven methods of Overeaters Anonymous are being developed to support individual and command needs.

Sea Pay Amendment Proposed



A proposed amendment to the sea pay law passed last year which would eliminate the phasing in of the new sea pay rates and pay the higher rates immediately has been submitted by the Navy to Congress. The sea pay plan that became law last year grants sea pay to petty officers with more than three years' cumulative sea duty. Last year's law, however, phases in the new rates. For example, a petty officer with more than 12 years' cumulative sea duty receives \$55 per month now and \$100 per month in FY 82. When passed, the proposed amendment would pay the FY 82 rate immediately while retaining all other features of the law passed last year. Before it becomes law, the proposal must be passed by both houses of Congress and be signed by the president. Should it become law as presently proposed, the new rates would be as follows:

Years of Sea Duty	Monthly Sea Pay
Over 3	\$ 25
Over 5	\$ 35
Over 7	\$ 45
Over 9	\$ 55
Over 10	\$ 65
Over 11	\$ 75
Over 12	\$100

CNO Addresses Pay, Readiness and the Draft



The pay scale for Navy people is not adequate today, according to Chief of Naval Operations Admiral Thomas B. Hayward, who says he will press his request for a pay raise in the coming months. In his column in the Summer 1979 issue of *Wifeline* magazine, the CNO stated he is not underestimating the difficulty in seeking the raise. "...Pay raises are not a popular discussion item in Washington," he said. "But I will not be discouraged in the effort." Although pay raises require support from outside the Navy, he said other things can be done within the Navy to improve the quality of life. "For instance, we are pressing hard to identify activities and exercises that increase work without markedly enhancing readiness—and we're getting results," ADM Hayward said. He cited a 40 percent reduction in inspections, elimination of many reporting requirements, and shortened deployment lengths as examples. "These actions may account for only a few days each," he said, "...but we intend to keep chipping away until those days add up to additional weeks at home." The CNO noted the lump sum selective reenlistment bonus (SRB) as one way the Navy is trying "to put more money in a lot of people's pockets faster." In discussing the all-volunteer force, ADM Hayward said he is opposed to a return to the draft. "I don't believe a draft is consistent with a peacetime military force, and I don't believe the American people want it." But, the CNO continued, the American people must realize that a volunteer military is not cheap, "If they want it to work, if they want to avoid resorting to the draft, they must be willing to pay the price—a reasonable price," he said.

New Master Chief Petty Officer of the Navy Named



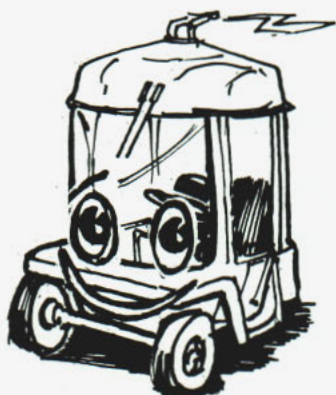
Master Chief Aircraft Maintainer Thomas Sherman Crow, 45, currently serving as Force Master Chief, Commander Naval Air Force Pacific, was named the fourth Master Chief Petty Officer of the Navy. Master Chief Crow, a decorated veteran of both the Korean and Vietnam Wars, will represent more than 455,000 enlisted men and women in his new job, and will advise the Chief of Naval Operations on enlisted matters. A native of McArthur, Ohio, Master Chief Crow enlisted in the Navy in 1953 and served as an airframe structural mechanic during the Korean conflict. He also served in Da Nang and Chu Lia, Vietnam, as a transfer inspector for F4B aircraft. Master Chief Crow will assume his new duties following the retirement of the current Master Chief Petty Officer of the Navy, Robert J. Walker; the change of office will take place on Sept. 28.

Enlisted Eval Manual to Include New Procedures



A new manual which will incorporate a number of changes into the enlisted performance evaluation system, is being prepared by the Naval Military Personnel Command (NMPC). This soon-to-be published directive will provide a "one stop" reference in manual format for writers of enlisted performance evals. Some of the items to be included in the manual are procedures for redress when errors or injustices occur in evaluations, elimination of the requirement that high and low marks be additionally justified, and permission for early or late submission of evals under certain circumstances. A new office at NMPC will review all E-5 and above evaluations after the directive is issued to ensure compliance. For the future, NMPC is studying the desirability of using a single form for all enlisted evaluations and expanding the automated data base to provide detailers and selection boards more comprehensive data for use with personnel records.

Electric Vehicles To Be Used At Some Navy Activities



Will electric vehicles someday replace internal combustion engine-powered vehicles? They will this summer when about 50 electric vehicles arrive at selected Navy facilities under a Department of Energy program to determine if electric vehicles can replace internal combustion vehicles in certain functions. The program is part of an eight-year project to demonstrate the possibility of using electric vehicles on the nation's highways. As part of this demonstration, federal agencies are participating, using vehicles purchased by the Department of Energy. A fleet of these vehicles is headed for Naval Weapons Center, China Lake, Calif.; Naval Ordnance Station, Indian Head, Md.; Naval Weapons Station Concord, Calif.; Naval Air Test Center, Patuxent River, Md.; and Naval Weapons Support Center, Crane, Ind. Under the program, electric vehicles will operate on various short-service runs now performed by conventional cars, trucks and vans. When new and better vehicles are produced, they will be obtained for evaluation at other Navy locations.

F/A-18 New Multi-

BY JO2 BOB RUCKER

Design and build an aircraft. Make it a better fighter than the world-renowned F-4 *Phantom* and a better attack aircraft than the A-7 *Corsair*. It must be highly reliable and easily maintained, and flexible enough to serve the Navy and Marine Corps through the 1990s.

Designing such a plane can be tough. What emerged from Navy planners' efforts is a maneuverable strike fighter which can move at nearly twice the speed of sound, meet hostile aircraft with two types of missiles and a 20-millimeter cannon, carry up to 19,000 pounds of armament on nine weapons stations, and perform at more than

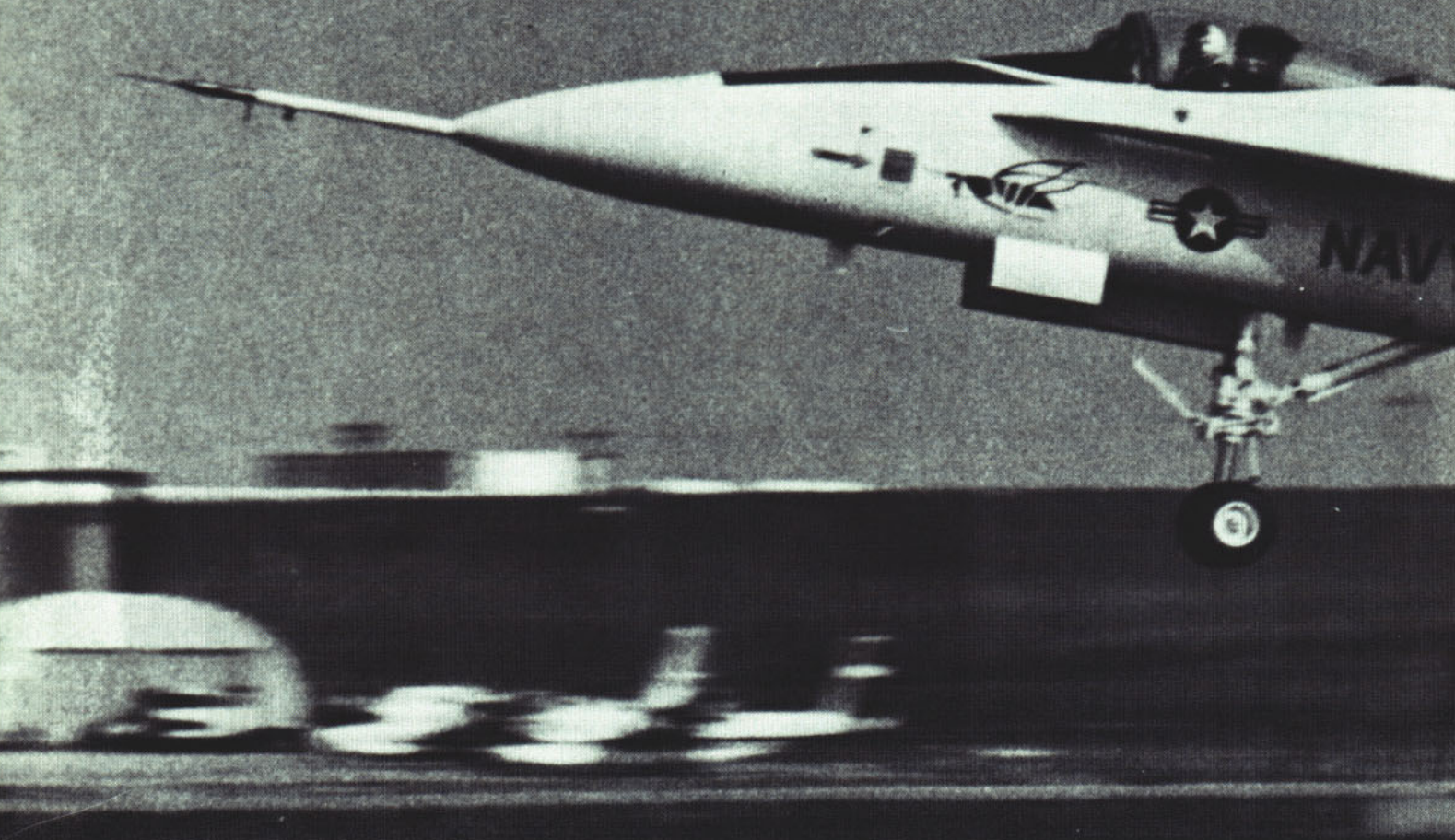
seven and one-half times the normal force of gravity—the F/A-18 *Hornet*.

Hornet is a single-seat, twin-jet, multi-mission strike fighter for use aboard aircraft carriers or ashore. In fighter squadrons, its primary mission will be fighter escort and fleet air defense. In attack squadrons, its main job will be stopping enemy ground or sea forces.

Because fighter and attack squadrons will use the same aircraft, each will be able to do the other's job when necessary. Also, planning is under way for the development of a common core training program for Navy and Marine Corps

pilots, with only minor variations in specialized mission training consistent with the individual pilot's squadron assignment.

In past aircraft programs, contractor testing has been performed at the contractor's facility and Navy testing has been performed at a variety of Navy facilities. In the F/A-18 test program, contractor and Navy testing is being conducted at a principal site—the Naval Air Test Center, Patuxent River, Md. This gives the Navy better insight into the contractor's test program and results in the use of fewer aircraft



Mission Strike Fighter

needed for testing, fewer months of testing, and a cost saving to the program. Money is also saved by reducing test redundancy through an integrated Navy test team and by using a common data base for both contractor and Navy testing.

The F/A-18 program schedule includes flight testing over a longer period of time than the F-14, F-15, or F-16 programs, and a slower initial production delivery schedule than any of the other aircraft. This is expected to result in less risk and greater cost savings because of fewer required configuration changes to production aircraft.

Performance

Among many factors bearing on an aircraft's performance are its physical design, engines, fuel capacity and range,

speed, climbing ability, ceiling, visibility, and how many "Gs" it can endure.

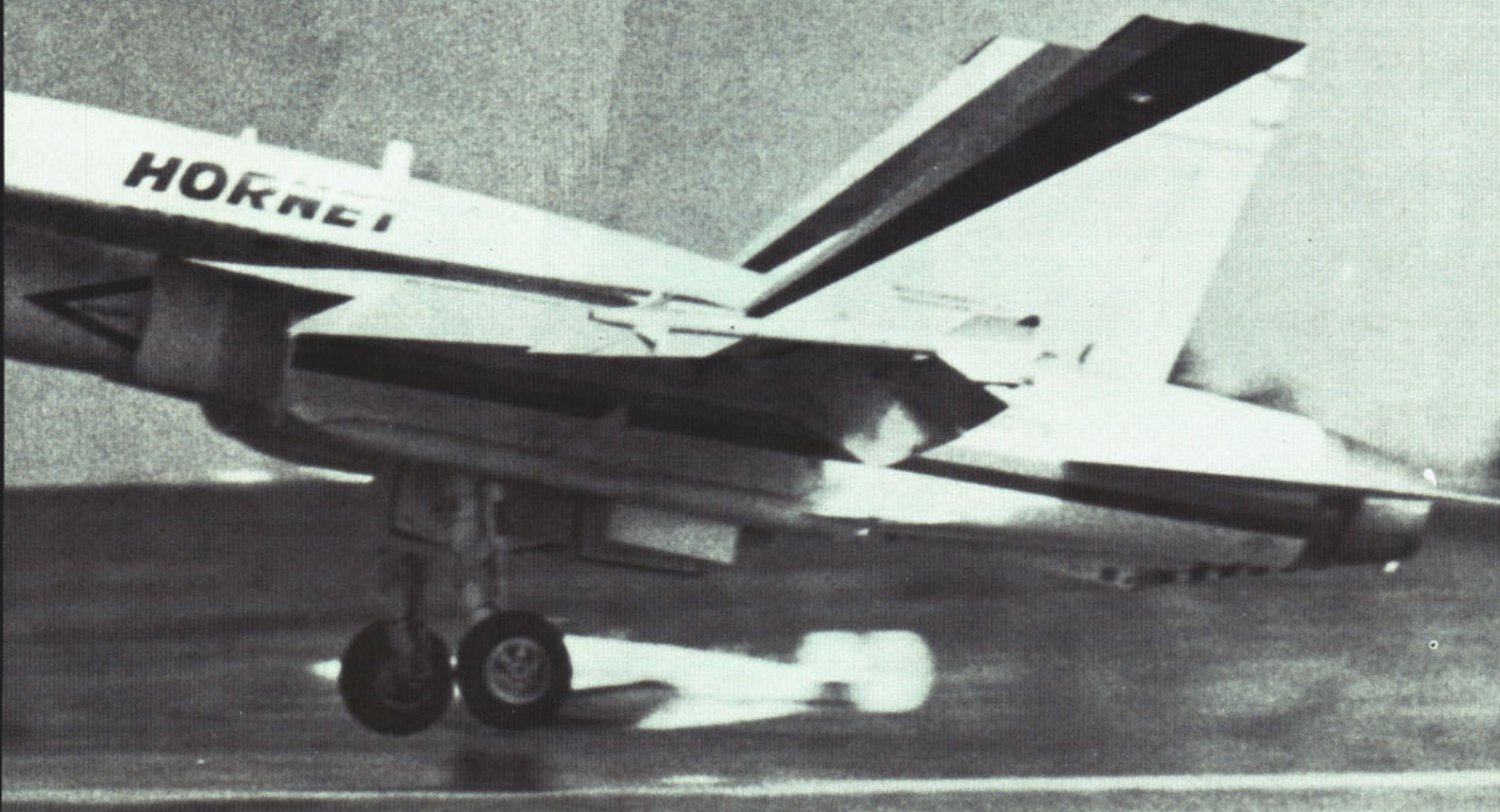
One "G" is the normal force of gravity, at which a 200-pound man weighs 200 pounds; at four Gs, he weighs 800 pounds. In airplanes, G forces change in rapid acceleration or deceleration, tight turns, climbs, and dives—in short, G forces vary sharply in just the maneuvers expected during combat. *Hornet* will do its job at up to 7.5 Gs.

Performance at high Gs is important, but no more so than the aircraft powerplant. *Hornet's* twin engines are in the 16,000-pound thrust class each. Those 32,000 pounds of thrust mean that, when *Hornet* enters combat, its thrust will exceed its weight, thus ensuring

peak performance no matter what the pilot directs the plane to do—including accelerating while climbing straight up.

Top speed is more than 1.7 times the speed of sound. However, the plane has excellent maneuverability at low speeds, equal or better than any other jet fighter. Its combat ceiling exceeds 50,000 feet. This impressive performance also is available to the attack pilot.

The pilot's ability to see potential threats and the target is essential in a combat aircraft. In some planes, cockpit structure restricts visibility and it is often hard for the pilot to see what's behind him. An enemy fighter will find



no blind spot behind the F/A-18. *Hornet* pilots have a full 360 degrees of visibility.

Then there's the matter of legs. Few think of an airplane as having legs, but those who design, build and fly them do. "Legs" is a nickname for range, and an aircraft with good range is said to have long legs. *Hornet's* ferry (one way) range is more than 2,000 nautical miles. Its fighter escort radius exceeds 400 nautical miles plus time for air combat maneuvering, and its air-to-surface mission radius is better than 550 nautical miles.

Fuel tanks in *Hornet's* fuselage and wings will hold 10,860 pounds or about 1,700 gallons. For added range, another 5,800 pounds or 900 gallons can be carried in three external tanks—one under each wing and one under the fuselage.

Armament

Hornet has nine points (stores stations) where a variety of weapons or extra fuel can be carried. Its air-to-air combat weaponry includes two radar-guided, advanced *Sparrow* missiles mounted at the lower edge of the fuselage, two heat-seeking *Sidewinder* missiles on the wingtips, and a 20-millimeter cannon with 570 rounds of ammunition mounted in the nose. Another two *Sparrow* or *Sidewinder* missiles can be carried under the wings.

For air-to-surface missions, *Hornet* retains the *Sidewinder* missiles and cannon for self-defense, and exchanges the fuselage-mounted *Sparrows* for infrared and laser sensors. Conversion from fighter to attack weaponry takes about one hour.

Engines

Hornet's engines are efficient and lightweight, reflecting the emphasis on increased performance and simpler design. Simplicity in aircraft and engine design means higher reliability, easier maintenance, and more trouble-free performance.

The engine achieves thrust eight times its own weight with fewer stages, fewer frames, fewer bearings and fewer parts

than other high-performance engines. It has almost the same thrust as the engine powering the F-4 *Phantom*—but it is 25 percent shorter, half as heavy, and has 7,700 fewer parts.

Important, also, to military commanders who must keep their planes maintained in the tight spaces aboard aircraft carriers or at spartan forward bases ashore, is the fact that a *Hornet* engine can be changed within the shadow of the airplane—and in about 20 minutes, less time than it takes most people to change a couple of flat tires on a car.

Other engine-related features aboard each *Hornet* are the airframe mounted accessory drive system and the auxiliary power unit. These devices allow the pilot to start his engines without any external power. And they permit full ground checkout of all aircraft systems requiring electricity, hydraulic power, fuel pressure or cooling, all without having to start the engines and without using external power.

Finally, each *Hornet* has two engines, giving it an edge on single-engine fighters. Experience has shown that in combat, a single-engine fighter force loses more airplanes than a twin-engine fighter force doing the same work.

Air Combat

An attacking aircraft always has several important advantages. It is the

attacker, for instance, who chooses when, where and how the attack will take place, and what type weapons will be used. It is obvious, too, that the attacker analyzes defending forces and shapes his attack, taking advantage of his defender's weaknesses. Defenders, therefore, must be able to overcome a variety of threats in a variety of circumstances.

Simply armed aircraft with short range radars cannot fight at night or in bad weather, which cuts into their effectiveness. *Hornet* designers, therefore, wanted an airplane able to win the beyond-visual-range engagement, using advanced radar and the *Sparrow* missile; an airplane equally capable in close-range combat with *Sidewinder* missiles and cannon; and in short, an airplane able to fight anytime, anywhere.

Air-to-Surface

Attack pilots need faster, more maneuverable, and more accurate aircraft. Speed gets them in and out of the target zone faster, maneuverability helps them avoid ground fire and defending aircraft, and accuracy increases chances of hitting the target the first time around.

Because this aircraft is armed with *Sidewinder* missiles and cannon, in addition to the bomb load, it has a superior self-defense capability.



Hornet is faster than the A-7 *Corsair* it will replace, with its thrust-to-weight ratio better at intermediate and maximum power, and a turn rate three times better than *Corsair*. *Hornet* also carries a full range of conventional and guided bombs, and anti-missile weapons. It also drops its bombs more accurately.

Design and Systems

From the first, engineers insisted that *Hornet* be an available aircraft—one ready and able to do its job when needed. No matter how potent, an aircraft is useless if it cannot fly when needed. Every step in the design process, therefore, stressed three attributes—reliability, maintainability,

and survivability—which were given equal status with traditional considerations such as performance and cost.

To insure maximum reliability, engineers and subcontractors were required to test, analyze and fix each piece of *Hornet* equipment in a realistic environment before that equipment enters formal demonstration tests or production.

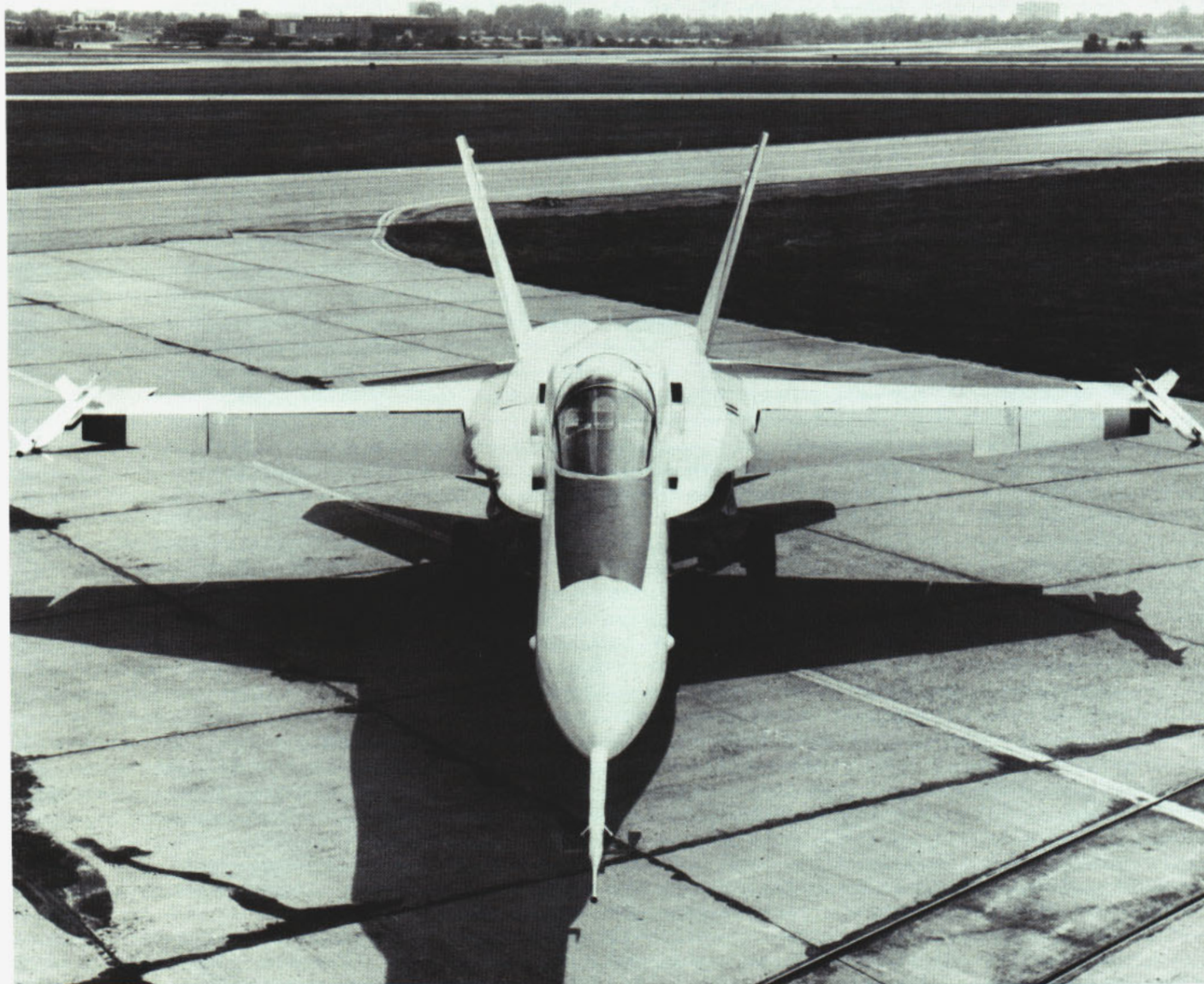
For maintainability, the *Hornet* is structured to allow easy routine maintenance and repair. Service points are dispersed so maintenance personnel will not get in each other's way. An engine can be removed and replaced in 20 minutes and the radar rolls out on track for easy access. Quick release doors reveal electronic equipment at chest height, and the windshield is hinged for better

access behind the instrument panel.

In the nosewheel well of every *Hornet* is a built-in test panel that tells if a problem exists and where to find it. The problem part itself bears a "flag" to confirm that it needs repair or replacement. In the air, the pilot can use the same system with results displayed on a monitor similar to a television screen.

Ground crews also will find a panel that gives a "go" or "no-go" measurement of various liquid levels, including engine oil, hydraulic fluid, oxygen, radar coolant, oil in the auxiliary power unit, and others. This speeds the pre-flight check, eliminating the need to open numerous doors to inspect gauges.

Pilots new to the *Hornet* will find many features added, and some miss-



ing. Gone are most of the traditional cockpit instruments, replaced by three cathode ray tubes and an information control panel. At eye level is the head-up display—a clear glass through which necessary flight and target information is projected. Thus the *Hornet* pilot is told everything he needs to know about his aircraft and about his target without ever taking his eyes off that target.

And he will not be distracted by having to move his hands from knob to toggle switch to lever. Every critical switch for air-to-air and air-to-surface engagements is either on the throttle under his left hand, or on the control stick he holds in his right hand.

That cockpit, coupled with *Hornet's* inherent performance, makes this a most survivable airplane. *Hornet's* relatively small size—56 feet long, 40-foot wingspan, 15 feet high—and its smokeless engines make it hard for enemy pilots or ground gunners to spot. When seen, *Hornet* probably will be in a position to strike the enemy first. And if hit, *Hornet* stands a better chance than

most airplanes of getting home, thanks to built-in damage-control features.

Those “get home” features include that second engine, self-sealing tanks containing emergency fuel for 300 miles, built-in fire extinguishers, foam in the wing tanks to suppress explosion, filler foam in the fuselage for fire suppression and such devices as a hydraulic reservoir level sensing system. That last system automatically detects any hydraulic leak, isolates portions of the hydraulic system that are leaking, and allows normal operation through the rest of the system.

Then there is what engineers call “redundancy,” back-up systems to take over in case something happens to the primary system. There are many examples of redundancy in the *Hornet* and perhaps the main one is a second, independent flight control system. Should anything happen to *Hornet's* electronic flight controls, the pilot has a mechanical backup with which he can fly the plane.

In the final analysis, though, speed,

agility and weaponry are the *Hornet's* chief survivability features.

Growth

Realizing that an airplane capable of doing two jobs equally well probably could do more if needed, *Hornet* designers allowed for growing room. Electronic equipment can be upgraded and new equipment added, and several radar improvements can be made without an increase in volume. With minimum modification, about 20 cubic feet are available for more electronics gear. If the 20-millimeter cannon is removed, another 27 cubic feet open up for use in derivative designs.

Engine growth has been planned in advance, increasing the engine thrust and reducing fuel consumption.

Such future changes would make the *Hornet* an effective reconnaissance or all-weather attack aircraft at minimum cost.

There are two F/A-18s at the Naval Air Test Center for flight testing. ↓



LCDR Marsha Johnson

White House Fellow

BY PH1 TERRY C. MITCHELL
AND PH1 JIM PRESTON

Lieutenant Commander Marsha Johnson is being transferred from the staff of Commander in Chief, U.S. Naval Forces Europe, in London, to Washington, D.C. Nothing very unusual—transfers are commonplace for everyone in the military.

But this is not your run-of-the-mill transfer. It was not initiated by her detailer, as in the normal process. This transfer was ordered by the White House.

Successfully completing two extensive and exhausting interviews, LCDR Johnson was selected as a White House Fellow this past spring. She is the first military woman ever to be selected for the program and she is the only military person to be selected this year.

The White House Fellows Program was initiated by President Johnson 15 years ago. The idea was to bring young mid-career people into the executive level and let them see firsthand just how the government operates. At first the program was limited to civilians, but it was later amended to allow military personnel to participate with a one-year tenure. The selectees serve as special assistants to cabinet level secretaries and directors of offices under the president.

LCDR Johnson first heard about the program a few years ago when she was a White House social aide. "I didn't decide to apply until just recently. Some friends had suggested that with my variety of experience and 11 years of naval service, it would be an opportune time to apply."

She then took a closer look at the program and began the application process. Surviving the initial screening, she had her first interview last March in San

Francisco. At her final interview, a three-day ordeal held in Washington last May, members of the president's commission and committee members asked questions that left no government cornerstone untouched.

"I was asked questions on national, international and domestic policy. There were all kinds of difficult situations posed that simply had no right answer," LCDR Johnson said.

For example, she was asked, "What would you do if the president gave you five minutes to write a speech he intended to make to a hostile group of businessmen demanding to see him?"

The 32 candidates did not have to wait very long to find out who had been

commissaryman after 22 years of active duty service, said he was particularly pleased by her selection.

Born in Springfield, Ill., LCDR Johnson received a Bachelor of Arts degree *magna cum laude* in 1968 from Occidental College where she was elected to Phi Beta Kappa and Mortar Board. She earned the Master of Arts and Master of Arts in Law and Diplomacy degrees and was advanced to Ph.D. candidacy at Tufts University's Fletcher School of Law and Diplomacy. She attended graduate school as a Chief of Naval Operations Scholar.

Commissioned in August 1968, she has served tours as an instructor at the Defense Intelligence School and as an



White House Fellow Lieutenant Commander Marsha A. Johnson with W. Graham Claytor Jr. (left), Secretary of the Navy, and Admiral Thomas B. Hayward (right), Chief of Naval Operations. (Photo by PH1 Terry Mitchell.)

selected; they were notified immediately after the final interview. "I read the appointment letter about four times to make sure that it did say yes and not something else. My parents are in total disbelief about it," LCDR Johnson said. Her father, who retired as a chief

administrative assistant to the Deputy Chief of Naval Operations (Logistics) At the time of her selection, she was with the Middle East/CENTO Policy Office on the staff of the Commander in Chief, U.S. Naval Forces Europe. ↓

ROADRUNNERS:

A Team from the Beginning

BY PH1 JIM PRESTON

About the only ocean the people from Albuquerque, N.M., are familiar with is that which surrounds them—an ocean of swirling desert sand and scrub brush. So how do you explain this city's commitment to the U.S. Navy, a commitment that recently resulted in 77 of its young men all enlisting in the Navy on the same day?

You probably can't explain it, really. What you can do, though, is take a look at what appears to be a pretty good deal for the Navy, 77 young New Mexicans and the city of Albuquerque.

The formation of a special recruit company, the Roadrunners, gave these recruits from Albuquerque a head start on their naval experience. At the same time, the Navy has gained a valuable group of highly motivated and enthusiastic high school graduates.

Enlisted in early July at special ceremonies held in Albuquerque, the Roadrunners—actually Recruit Company 135—are now undergoing training at San Diego.

The city showed it really supported its sons. It provided the plaza for the ceremony; the local bus line provided the recruits with transportation to the airport; mothers made the company flag; the Navy League donated Roadrunner T-shirts; and the airlines provided flight bags to the recruits through the Chamber of Commerce. And local groups representing the Fleet Reserve Association, Navy League, American Legion, VFW and the Gold Star Mothers provided the refreshments for the swearing-in ceremony.

What's it like to enlist with others from the same area? An 18-year-old Roadrunner, Chris Sandoval, explained: "When you go in with a bunch of guys scattered from around the country, the community you come from really doesn't count. But with us, the community is part of the experience. It makes us feel special to know that Albuquerque is looking over our shoulders."

For Sandoval, joining the Navy was an event in itself. He had to wait a year and a half to complete corrective orthodontic work. But the wait was worth it—he got a guaranteed seat in Air Traffic Controller Class "A" school. In fact, all members of Recruit Company 135 landed guaranteed school seats.

Chris and the other Roadrunners share a proud Hispanic heritage, one that has had an important influence in the development of the Southwest.

His mother's family—more than one hundred members live in Albuquerque—traces its ancestry back to the Spanish explorer DeSoto.

Chris' large, closely knit circle of family, friends and relatives is representa-

tive of the Roadrunners. That kind of situation means decisions are not made in a vacuum. Chris, like so many others, discussed the Navy—its pluses and minuses—with his family members and friends. The result? Suddenly the entire community was taking an active interest in the Navy. And some of his friends decided they'd look into the Navy as well.

Many friends looked and then joined, particularly when they learned they were "A" school qualified.

Larry and Garry Herrera, for example, are 18-year-old twins who convinced five of their friends to join them in the Navy.

"We joined the Navy to travel, get a good education and make something of ourselves," Garry said. "At first our friends thought we were crazy, but then they started thinking about what they were going to do when school was over. Many soon changed their minds."

Getting those school seats, though, and putting together a state recruit company is no easy matter.

"The key," said Chief Warrant Officer, Manuel W. Guerra, enlisted programs officer for the Albuquerque Recruiting District, "is getting quality high school graduates and joining them with the available school seats the Recruiting Command blocks out. Getting school seats for recruits who want something other than what we have left is enough to keep you awake at night."

"What you get with a state company



Right: Roadrunners begin to resemble a team as they march to their enlistment ceremony in Albuquerque.





Roadrunners get a head start on the Navy way of life as they practice marching, taking orders, swimming and even sweating.

is a group with little or no attrition as opposed to the 10 or 12 percent regular recruit companies face."

Bringing the two company commanders out from San Diego to Albuquerque a week before the ceremony was another factor that contributed to the Roadrunners' spirit.

"When you get the chance to meet your men before they leave the recruiting station, you also get to meet their families and talk with their recruiters," said one of the company commanders, Interior Communications Technician First Class (SS) Richard D. Clark. "This enables you to establish a relationship between the men and yourself before they get to boot camp."

The two company commanders also have a personal interest in this company. Clark was born and raised in Albuquerque, and his assistant, Quartermaster Second Class Eduardo Guerra, is glad to see that more than

one-third of his new company is of Hispanic origin. These are additional reasons why they went right to work when they hit town.

"We've had the chance to observe the recruits and get involved as a unit," said Clark. "If you take this many men, put them in uniform and toss them into a barracks, the first thing you find is that they form groups by state and background."

"It usually takes a while to instill in them the idea that we are one family. This company, however, is already working as a team."

The two company commanders took the new recruits to a swimming pool at the home of one of the recruiters where they checked out swimming abilities. This was to ensure that none of the men would be held back once they got to boot camp. A few had some difficulty keeping their heads above the water, but Clark and Guerra promised that, after a couple of sessions, no one would have any problems passing the tests.

The recruits also felt it was a big advantage to meet their company commanders a few days before boot camp. Sandoval and a few friends went to see



SEPTEMBER 1979



Top: Although one Roadrunner and his girlfriend make parting a pleasant experience, two other girls (above) aren't quite as happy about the whole thing. Twin Roadrunners Larry and Garry Herrera are also ready for the ceremonies to be over so they can get started with their new Navy experience.



them the first day they got into town. "We wanted to find out what we were going to be up against," Chris said. "They showed a lot of interest and concern. I think the company looks up to them and respects them already."

On the day before the public ceremony, the hallways of the Armed Forces Entrance Examination Station in downtown Albuquerque were packed with Roadrunners. The other services' liaison offices closed down for the day so the special company could be processed at one time. The recruits received spot physicals and signed their enlistment contracts.

After processing, they were shuttled to a motel where their company commanders awaited them. It was time to go to work.

That afternoon, on the make-shift "grinder" of the motel parking lot, a transition began taking place. Clark and Guerra began drilling the recruits in the Navy way.

The recruits stumbled, tripped, laughed and collided as they attempted to react to the commands of the leaders. Standing at attention, they swayed from side to side as the sun beat on their necks. An early evening rainfall was a welcome relief to the dry heat. But the columns of marching recruits slowly began to resemble a military formation.

No one complained when it was time to fall out for dinner.

For Petty Officer Guerra, it's a good feeling to take a group of young men who fall and stumble their first time out and instill in them pride, teamwork, and the concepts of the Navy.

"You have to show them that they are not 77 men. We are one company representing the state of New Mexico. We are the Roadrunners. If you can lead this company to be the top company the first time, they'll go out and get it themselves. We're going to be number one," he said.

The night before the public enlistment ceremony, the company commanders gave the recruits a chance to relax. Most of the recruiters came out to join the occasion and share in a toast to their new shipmates.

Clark warned them, "Enjoy. Until we graduate, we have a lot of work to do."

The next morning, as the sun peeked over the mountains, Roadrunners stood in a straight line in the motel parking lot. Wearing their Roadrunner T-shirts, they were beginning to look like a group that belonged together.

Of perhaps greater importance to the motel management was the fact that the recruits were told to strip their racks, sweep the porch, empty the trash cans and police the parking lot. They did it in five minutes.

The Roadrunners then formed up and marched down the street toward the plaza. The singing cadence heard along the six-block march to the ceremony reflected a group of men who were thinking as a team.

As expected, many family members turned out to see their unit arrive. Some had to take a second look. One mother, with a tear starting in the corner of her eye, said, "I can't believe the overnight change."

The ceremony was short. As the recruits filed toward the buses, family

members and girl friends exchanged some last words and hugs with the departing Roadrunners.

In the background, the Navy rock band "Ocean Express" played a popular Navy tune as the company commanders ordered their men to board the buses.

On their way to San Diego, some recruits probably thought about the challenge Rear Admiral Carl J. Seiberlich, commander of the Naval Military Personnel Command, had made after he had administered the public oath of enlistment to the recruits. "If you men will become the number one company in your training group at boot camp, I will personally come to San Diego and present you with the award."

None of the recruits noticed when Petty Officers Clark and Guerra exchanged glances and smiled. ↓

New Mexico Roadrunner Chris Sandoval gets a farewell hug from his mother after the enlistment ceremony.



Grains of Salt

NEWPORT...

Where it all began

BY JO3 STEVE BELLOW

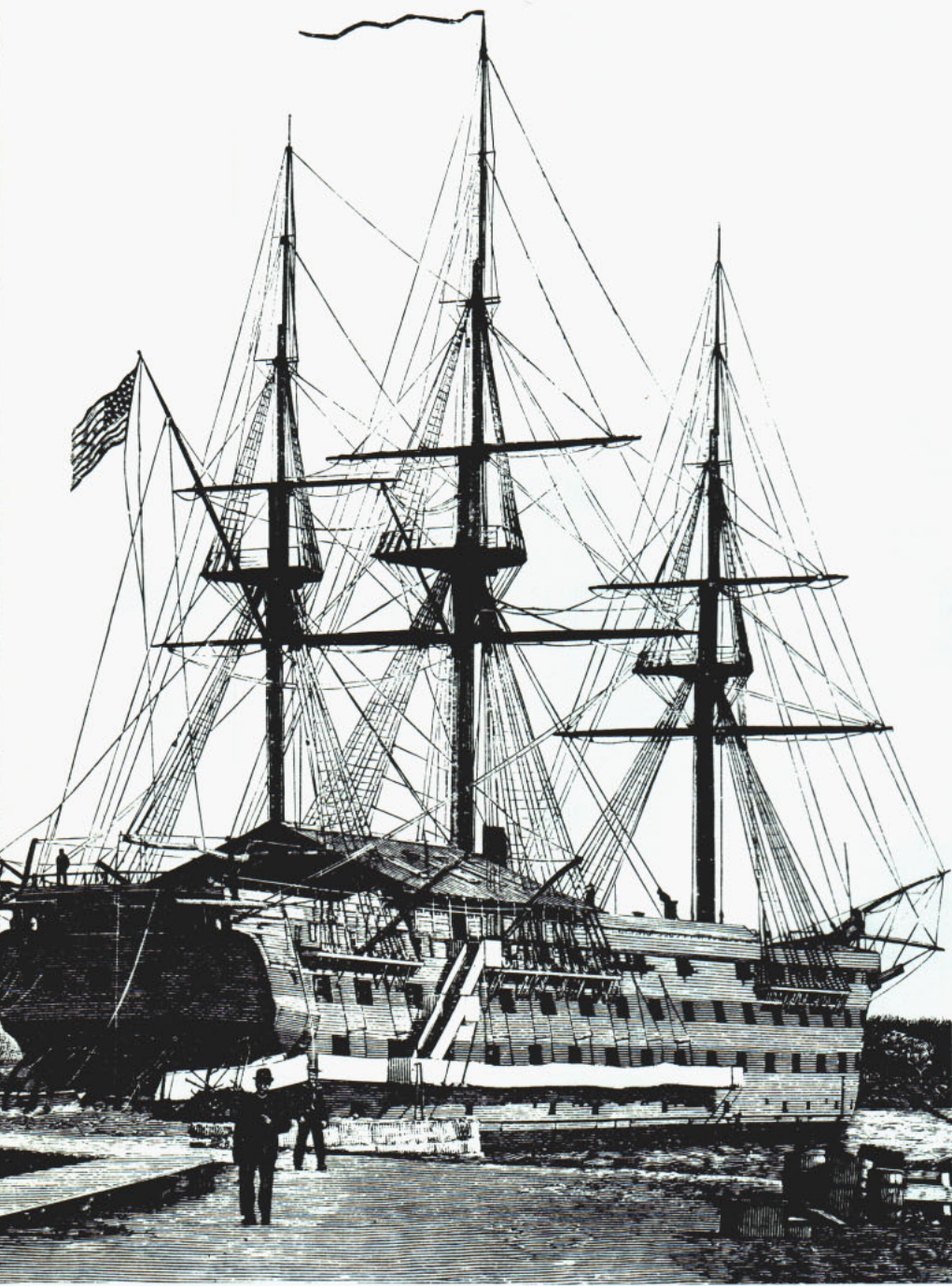
Today's Navy recruits are not much different from the young recruits of a century or so ago. Wide-eyed and eager, they continue the tradition of long hours and hard training expected of recruits. Yet, today, little remains that describes recruit training as it used to be in days gone by.

When the first naval apprentice system began in 1837, boys 13 to 18 were enlisted to serve until 21. These youngsters, many of whom had never even seen a ship, were immediately sent to sea to learn their new trade. Several hundred recruits were always aboard naval vessels, that is, until 1843, when the attempt to keep the seagoing training system in force was abandoned.

It was not until 1881 that the first permanent shoreside Navy training site was established at Newport, R.I. In August of that year, the old, double-deck frigate *New Hampshire* was brought to Newport and securely moored to the wharf at "Woonachasset" or Coasters Harbor Island in Narragansett Bay. For the next eight years, *New Hampshire* was headquarters of the training station and served as training ship for the recruits who ate, slept, worked and studied aboard. None of the apprentices nor personnel involved in training were quartered on shore.

Daily routine in *New Hampshire* began at 5:30 a.m. Hammocks were stowed, the vessel cleaned and clothes scrubbed before the march to breakfast at eight. Recruits turned to again at 8:45 and at 9:15 were inspected at quarters.

Left: USS New Hampshire, home for recruits from 1881 to 1889.



There were two periods of instruction: from 9:30 to 11:45 a.m. and from 1:15 to 4:45 p.m. Lunch was at 12 and supper at 5:45. Hammocks were piped down at 8:30 p.m.

How well did the recruits eat? Take a look at the following typical week's menu in the days when supper was a light meal and compare it to today's fast-food fare:

MONDAY

Breakfast—Beef stew, bread and butter, coffee.

Dinner—Beef steak, potatoes, boiled onions, bread, ginger snaps.

Supper—Tea, bread and butter, cakes, jelly.

TUESDAY

Breakfast—Fried or scrambled eggs, beef hash, bread and butter, coffee, oatmeal and milk

Dinner—Roast beef, potatoes, turnips, bread pudding or cake.

Supper—Tea, bread and butter, pie, hominy and milk.

WEDNESDAY

Breakfast—Beef stew, bread and butter, coffee, oatmeal and milk.

Dinner—Boiled corned beef, potatoes, cabbage, bread, pudding

Supper—Tea, bread and butter, beef hash.

THURSDAY

Breakfast—Coffee, bread and butter, beef steak, potatoes.

Dinner—Boiled beef, potatoes, canned corn, fruit, bread

Supper—Tea, bread and butter, vegetable soup, cake.

FRIDAY

Breakfast—Baked beans, coffee, bread and butter, oatmeal and milk.

Dinner—Fish, corned beef, potatoes, bread, crackers, pudding, clam chowder or oyster soup.

Supper—Tea, stewed apples, bread and butter, corned beef.

SATURDAY

Breakfast—Coffee, hash, boiled eggs, bread and butter.

Dinner—Boiled ham, potatoes, turnips, fruit or pudding, bread.

Supper—Tea, bread and butter, hominy and milk, stewed prunes.

SUNDAY

Breakfast—Oatmeal and milk, coffee, bread and butter, hash.

Dinner—Roast beef, potatoes, sweet potatoes, celery, pie, fruit.

Supper—Tea, bread and butter, baked apples and milk, bologna.

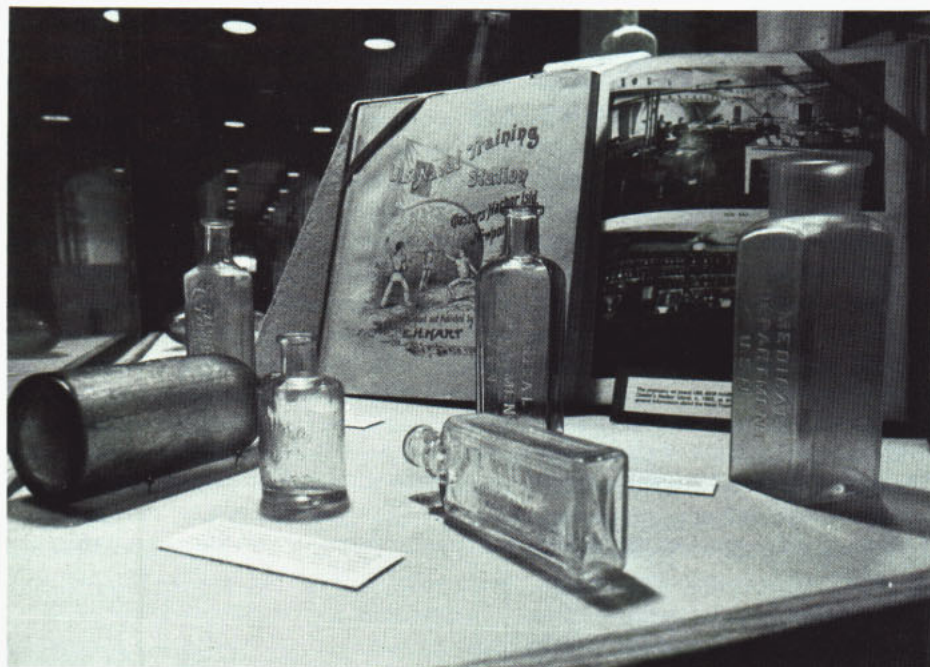
One (1) pint cocoa every morning at 6.

Not a bad assortment of vittles, especially dinner. You can bet these recruits made it a point not to miss breakfast either, considering that supper was their lightest meal of the day, and the next day's early fare was 14 hours away.

Recruit tent quarters on Coasters Harbor Island, 1888-1889.



Grains of Salt

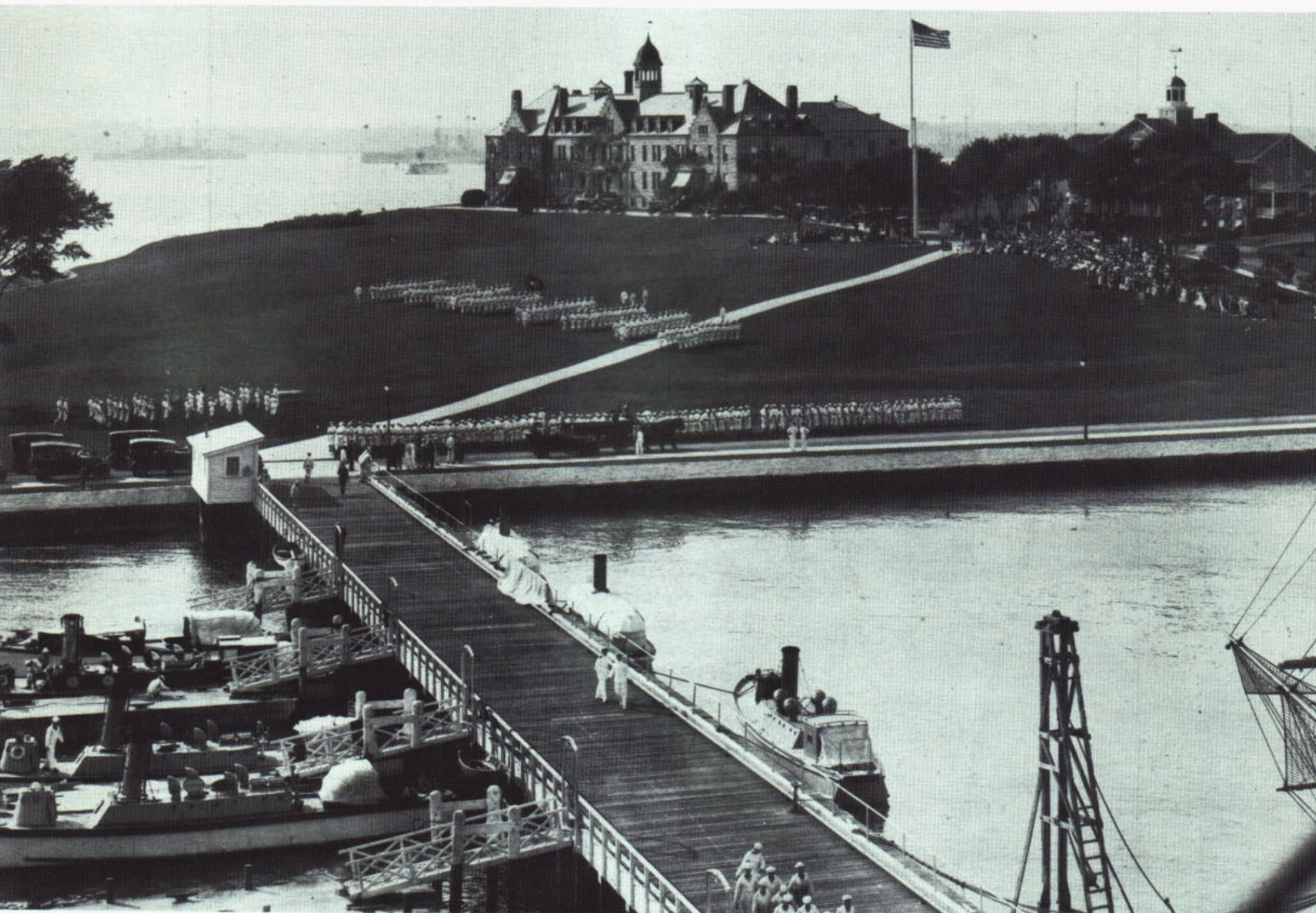


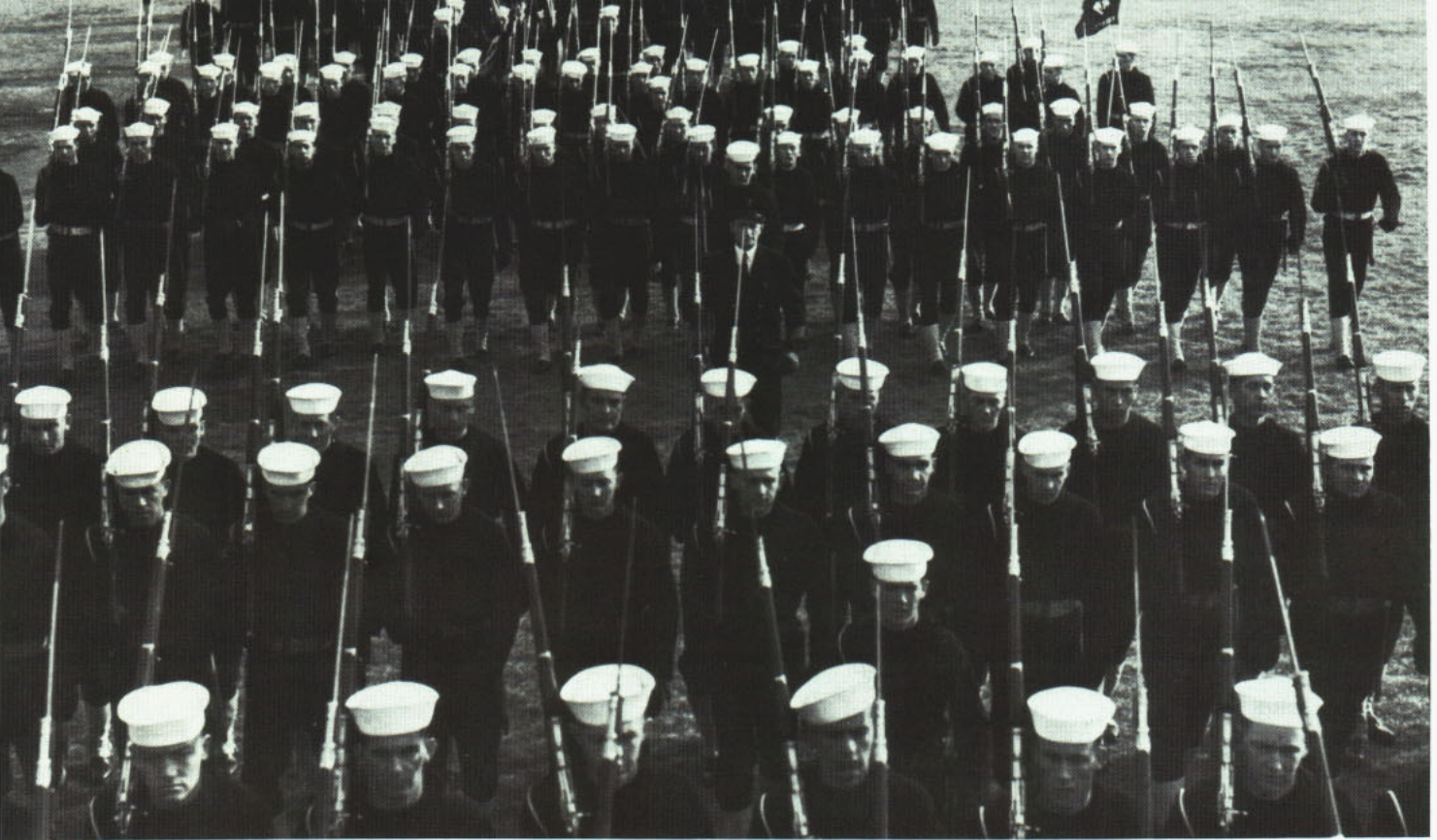
Before and after the mid-day meal, there were classes in reading, writing, spelling, arithmetic, geography, history and the Bible. Seamanship instruction included lessons in everything from sail-making to explosive ordnance.

In seamanship the recruits were taught the different parts of a ship, marlin spike, hitches, bends, cutting and fitting rigging, blocks, purchases, anchors, chains, sailmaking, handling sails and spars, compass, lead, log, steering, rowing, sailing boats, boat tactics and signals. In gunnery, the course included drills and instructions for

Left: A Naval War College Museum exhibit of 19th century bottles retrieved from the water off Constellation Point.

Below: Dewey Field, Coasters Harbor Island, about 1914, site of the Naval Training Station and the Naval War College. The building opposite the flag pole is Training Station Headquarters.





broadside and pivot guns, howitzers, machine guns, infantry, pistols, fencing, boxing, gymnastics, gun magazines, shell-rooms, projectiles, torpedoes, fuzes and primers.

There were also special service boys who were instructed in the bugle, sail-making, carpentry, and blacksmithing. They were graded in all the different branches of the several studies and exercises, and an average of these marks gave them their general standing in the class.

Recruits trained for at least 10 months. At the end of 20 months, if they were not qualified for transfer to an active vessel, they would be discharged from the service.

In addition to their training and room and board, the recruits received \$9 per month. Those who remained in the service to become petty officers earned from \$25 to \$35 per month. A few could later receive warrants as sailmakers, gunners, boatswains and carpenters, with pay ranging from \$100 to \$150 a month.

Typhoid fever raged aboard the training ship in 1889 and *New Hampshire* had to be hauled from her original moorings. When a medical board said the unhealthy condition was directly traceable to the foul water in which the

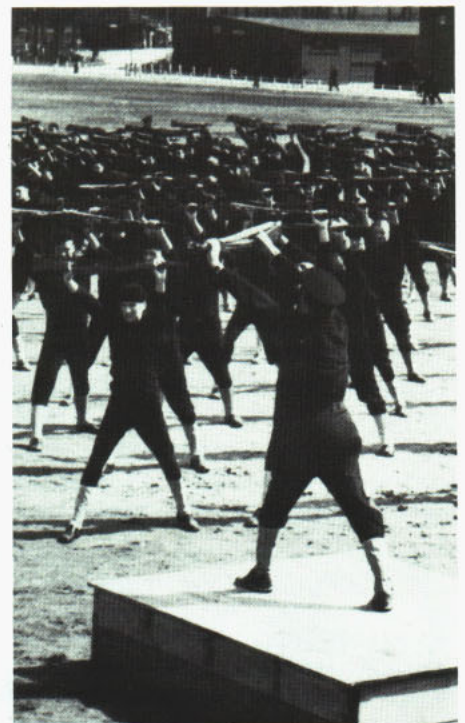
Newport trained millions of sailors during World War II. Coasters Harbor had facilities for 2,000 recruits.

ship lay, the recruits were sent to live on shore in tents. Recruit training was now, for the first time, ashore. Buildings—like Barracks “B”—later would be constructed to take the place of *New Hampshire*.

The Spanish American War, though brief, gave impetus to the training. The *Reina Mercedes*, one of the Spanish ships captured by the Americans, was brought to Newport to join *Constellation* and other fleet ships assigned to the training station.

Newport was the Navy’s only training station until 1905 when Congress passed a bill that included money for training at Great Lakes, Ill. Recruit training still centered at Newport, however. Temporary buildings were added and, between 1916 and 1919, about 65,000 men were trained there.

After WWI, the 1921 Congress failed to appropriate training funds and the Navy directed that all recruiting stop. But the recruits came back and by the late 1930s, Coasters Harbor—with facilities adequate for 2,000 recruits—became the training ground for millions of men who would fight in the second World War.



Recruit training at Newport continued until 1952 when the training station was decommissioned for the last time and recruit training was shifted to Bainbridge, Md. The birthplace for enlisted training is today a center for officer training but the landmarks remain at Newport to show where it all began. ↓

(Photos courtesy of Naval War College Museum)

Bearings

Ultrasonic Cleaning

Oceanographers at Naval Coastal Systems Center (NCSC), Panama City, Fla., are investigating the usefulness of ultrasonics to prevent one of the Navy's oldest and most persistent problems—the buildup of sea organisms, such as barnacles, upon ships' hulls.

Barnacles, small shell-bearing sea animals, become a serious problem when they cement themselves to a ship's sea chest. A sea chest is a recess in a ship's hull that acts as a reservoir for seawater being pumped into the ship.

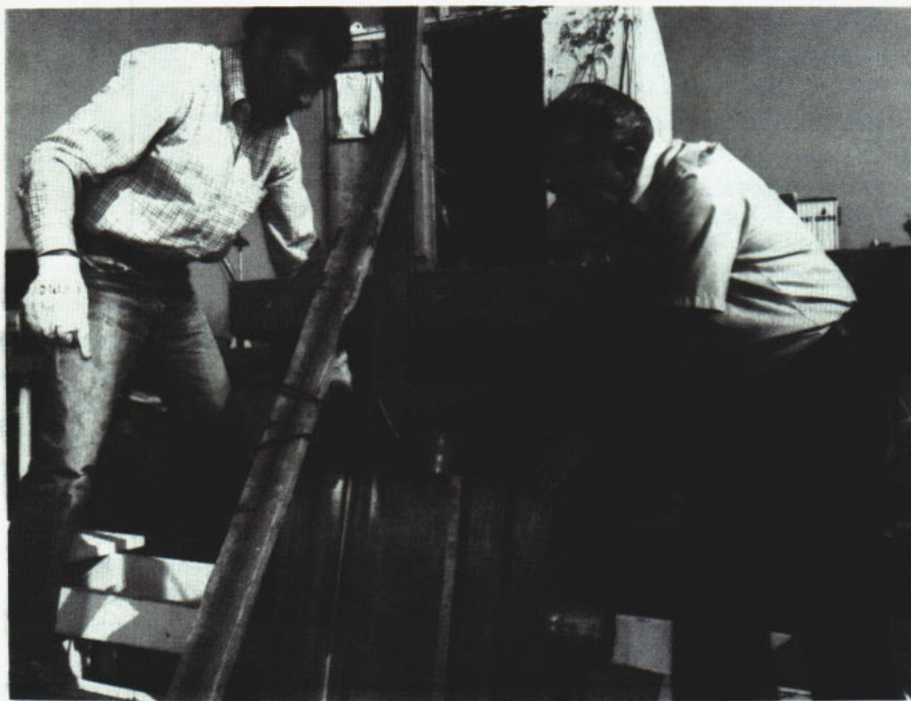
Marine fouling of the sea chest and its protective grating can restrict the flow of water to such a degree that a ship's operational capabilities may be affected.

Sea chests are normally cleaned while ships are in drydock, or at sea by divers who, working from beneath, have to scrape away the crusty organisms.

A program applying transducers to the problem began at NCSC some six years ago. Early work established effective frequency and intensity ranges and demonstrated that some transducers are effective fouling-prevention devices. Model sea chests were built and extensively field tested.

Early experiments also were designed to provide an indication of how flat ultrasonic radiators prevent fouling organisms from attaching to surfaces.

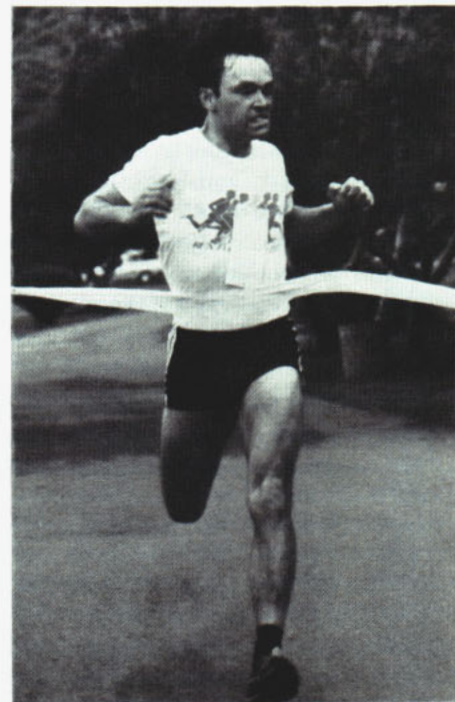
The experimental sea chests, constructed of 1/8-inch stainless steel, feature a single transducer mounted to each side of the box. After a one-week exposure, the first sea chest experiment produced dramatic results: the ratio of barnacle settlement on the control surface to transducer faces averaged 25 to one. Equally impressive was the fact that a single transducer, with effective power of about 20 watts, was able to keep the side to which it was attached (an area of two feet square) clean.



Sports Carnival '79

Trading dungarees and work shoes for swim trunks, sneakers and softball uniforms, members of Cruiser-Destroyer Group One turned their annual sporting festival, Sports Carnival '79, into a resounding success.

The competition took place in San Diego, allowing sailors and their families an opportunity to enjoy the fun and excitement of intership competition. The 11th Naval District Navy Band kept up a lively tempo for some 3,500 participants.



Gompers crewman TMSN Whitman completes the five-mile minimarathon with a burst of speed.

Last year, the contests were held in Subic Bay, R.P., while the ships of CRUDESGRU ONE were deployed. Rear Admiral Floyd H. Miller Jr. (COMCRUDESGRU ONE), had

created the competition among the various squadrons.

This year, trophies went to USS *Stein* (FF 1065) for softball; USS *Fanning* (FF 1076) for volleyball; USS *Reasoner* (FF 1063) for Frisbee Fly-Off; and USS *Cook* (FF 1083) for the five-mile marathon race.

USS *Ajax* (AR 6) claimed two trophies, one for tug-of-war, and the other for horseshoes.

Each member of a winning team received a "Sports Carnival '79 Champions" jacket and T-shirt. A loving cup for overall champion went to Destroyer Squadrons Five and Thirteen, which shared the prize because of a tie in total points.

Meanwhile, children were busy with snacks and games and listening to a story-telling leprechaun. More than 200 children participated in their own events: softball toss, 60-yard dash, three-legged races and soccer relays. Smaller children enjoyed entertainment by Ronald McDonald and Sea World's Wally Walrus; Magic Clown and Puppets Please were also on the bill.

This year's outing, said RADM Miller "...demonstrated that fun and zest in the Navy are every bit as important as hard work and ships at sea."

Capodanno Scores

There is reason for celebration aboard Destroyer Squadron 28's USS *Capodanno* (FF 1093). The frigate steamed out of the Atlantic fleet refresher training site at Guantanamo Bay, Cuba, with an overall grade of 92 out of a possible 100—the highest score attained by any Navy ship during fiscal year 1979.

En route to their Newport, R.I., home port, Commander F. William Boufford, *Capodanno*'s commanding

officer, praised his crew for their accomplishment, teamwork and positive "can do" spirit displayed during the rigorous underway training at Gitmo. He said these were the major factors contributing to the ship's success during refresher training.

Flag Encounter

On board USS *Constellation* (CV 64), Commander Carrier Strike Force 7th Fleet Rear Admiral Ernest E. Tissot greets visiting Rear Admiral J. P. Orosco, Commander of French Naval Forces in the Indian Ocean. The recent meeting between the two flag officers



occurred while *Constellation* was deployed in the Gulf of Aden.

Navy "Big Brothers"



"Bobby the Clown" (Photographer's Mate Second Class Robert J. Semon) and other sailors from USS *Guadalcanal* (LPH 7) turned little frowns upside down recently when they visited and entertained youngsters at St. Christopher's Children's Hospital in Philadelphia. The visit was part of a community involvement program coordinated by the United Service Organization (USO) in Philadelphia.

Along with other crewmen from USS *Dahlgren* (DDG 43), they also volun-

teered as "big brothers" for youths from Philadelphia's Big Brothers Association. During the past year, USO has coordinated many programs with the Big Brothers Association to provide activities for underprivileged youngsters who, because of a shortage of volunteers, do not have a regularly assigned "big brother."

USO officials said they were very pleased to have the Navy men volunteer their time by spending an afternoon at the Philadelphia Zoo with the children.

Ideal Weekend

Small Price and Three Squares a Day



STORY AND PHOTOS
BY JO1 (SS) PETE SUNDBERG

Eric Bush and Bob Gaudet quietly make their way up the path. They don't speak unless it's absolutely necessary—and then in whispers. The only sounds are the wind gently coursing through the trees and the muted sound of a distant stream rushing down the mountainside.

Bush signals to Gaudet and both men become motionless. Gaudet sees what his partner is looking at—there are three of them. Bush quickly reaches into his pocket and takes out a device which appears to be simply a stick and a disk. He rubs the two pieces together to make a high-pitched sound. The noise momentarily stops the men's quarry. But not for long. Before Bush or Gaudet can bring their shotguns to bear, their prey suddenly bolts and runs into the thick underbrush.

"Turkeys are fast little buggers," says Bush shaking his head.

"For sure," agrees Gaudet. "We should have been hidden in the brush further up the trace."

When the two return to the lodge, they discover that hunting wild turkey in the traditional way—waiting for them to come to you—isn't a sure sign of success. In fact, Bush and Gaudet are the only hunters that morning to have even sighted the often elusive gobblers.

However, neither of the men is upset over his failure to bag a turkey. From the moment they read the notice posted on the bulletin board, Boiler Technician First Class Bush and Marine Sergeant Gaudet, assigned to the court liaison division of the Washington, D.C., Armed Forces Police Detachment, had been eagerly anticipating the outing.

Left: Bush follows guide David Forbes in search of the elusive gobbler.



Left: Gaudet silently waits and watches for turkeys from a well-hidden spot.

Below: David Forbes, Charlie's son and assistant guide, trout fishes in one of Virginia's many mountain streams.



For them the trip meant more than coming home with their limit of game. It meant gorgeous dawns on a wild, plunging river, a blood-red sun burning away the mist shrouding the Virginia mountains and crisp mornings melting into brilliant hot days. But best of all, no traffic jams or smog-filled air—only the promise of trout swimming in the clear, unpolluted streams and the distant gobbling of wild turkeys. Better yet, the price was unbeatable—\$10 for three squares-a-day and a place to throw their sleeping bags.

The reason for the affordable price tag is Special Services—in this case, the U.S. Army Outdoor Recreation Service.

"In the past, only the higher ranking people could afford this type of trip," explains Charlie Forbes, a retired Army major and now director of the outdoor recreation service. "I felt that the lower ranks not only deserved the chance to participate, but also needed it as an outlet for the pressures they face on the job."

Obviously, the recreation service won't get rich charging such prices, but Forbes explained that he doesn't arrange the trips to make a profit.

"All I try to do is break even," says Forbes. "It's an attitude that my superiors sometimes don't agree with, but I believe everyone should get out more

often—especially fathers and sons together."

Forbes exemplifies his father/son philosophy by the fact that his son participates in the trips, often in the role of a guide.

Safety is also an important part of enjoying the outdoors. Forbes sets the minimum age limit at 14 for hunting trips and 12 years for other outdoor activities. In addition, he ensures that the young sportsmen are aware of the precautions to be used in handling firearms.

"If a youngster arrives at the lodge with no hunting or fishing experience, everyone is willing to give him the benefit of their expertise," explains Forbes. "We keep a close eye on the kids. It's the best way for them to get the experience and get it right."

However, the experiences associated with the outdoor program go beyond simply learning the fundamentals of hunting and fishing. Learning to do without the comforts of home in the field is a must.

The hunting lodge—in the George Washington National Forest, 150 miles from Washington—is a simple, two-story structure made of brick, wood, tar paper... It looks, as Gaudet describes it, "like the builder couldn't decide which materials to use."

The first floor consists of a living

room (cluttered by cots) and a kitchen; the top floor is a maze of old Army bunkbeds. Cooking facilities are limited to a woodburning stove and an electric grill—electricity is the only modern convenience enjoyed at the lodge.

The lack of plumbing means that water must be brought in. Shower facilities are in the form of a distant stream ("mighty cold in the spring," says Forbes).

The outdoor recreation service leases the lodge during the turkey and deer hunting seasons. Despite its lack of conveniences, no one seems to mind. Besides, after a full day of hunting, fishing and wondering what Forbes (also head cook and bottle washer) is rustling



Above: Little talk but a lot of action characterizes one of the popular breaks of the day—a Forbes-cooked meal.

Right: The kitchen is the place to go and Forbes (left) is the man to see for hunting and fishing advice.

up for chow, no one has time to contemplate the absence of comforts.

A typical Forbes "all-you-can-eat meal" might include soup, candied yams, chipped beef and crispy pork chops. Except for an occasional "pass me that," "I could go for another chop" and "save your paper plates for the fire," talk at the dining table is limited.

After the evening meal almost everyone hits the sack early. Although the top floor of the lodge is wall-to-wall bunks, it's also home for a flying squirrel, numerous mice and other creatures. Needless to say, sleeping can be quite an experience.

Gaudet wasn't aware of the other guests—"I was so tired I missed it all. It's amazing what a full day of activities, fresh air and a good meal can do for the body."

Reveille for the hunters consists of Forbes brewing coffee, grilling sausage and cooking buckwheat pancakes. He doesn't say a word to the sleeping men.





Left: Bush and Gaudet.

Instead, he simply lets their sense of smell rouse them for the early morning breakfast and subsequent hunt.

Since Virginia law allows turkey hunting only between sunrise and 11 a.m., the hunters have to be out early to select a spot from which to wait for their prey. Although the hunting hours are limited, they still have the rest of the day to fish in one of the many mountain streams. But you have to know how to get to them.

Bush is especially appreciative of Forbes' knowledge of the countryside.

"We arrived too late for the first hunt because we got lost in the forest," says Bush. "We were following handwritten directions which didn't include an important turn and the name of a road. I knew we were lost and quite a ways from civilization but didn't realize just

how far until we met a guy who was cutting wood alongside the road," continues Bush. "We showed him our directions, but he couldn't read!"

Gaudet adds that, "It didn't matter though. He knew where he was and we weren't even sure where we wanted to go."

After two hours of backtracking, they finally found the lodge and from then on didn't let Forbes out of their sight.

Though Bush and Gaudet did more than their share of hunting and fishing, they didn't bag one turkey or hook a single trout. (That's one thing Forbes couldn't arrange). By most standards, the trip would've been considered a failure. However, the two disagree with how some sportsmen define a successful hunting trip.

"It's worthwhile to me anytime I can

get out where the air is fresh, the water is clean and the people are friendly," says Bush.

"I agree," says Gaudet. "After working in a metropolitan area, it's almost a shock when people wave at you as you drive through the forest. One man even stopped us just to talk... It makes you start believing that people are human after all."

The two added that the wilderness atmosphere and everyone's friendliness were also therapeutic.

"You can actually see the change in a person's attitude," says Bush. "For example, an Army captain drove here directly from his Pentagon office. You could see the tenseness in his face and he rarely spoke to anyone. But," continues Bush, "after a few hours he relaxed and did a complete 180."

Gaudet was impressed by the informality of the group.

"No one made a big deal of rank," he says. "There was a colonel who swept the kitchen after meals and a captain who washed the dishes. No one introduced themselves as *colonel* or *captain*—we were strictly on a first name basis."

But, everything must eventually end; it seems the good times are over sooner than the bad. At least that's how Bush and Gaudet felt as they packed to leave for home.

"Now that we know what special services has to offer, we'll be taking advantage of their outings more often," says Bush.

"I can't think of a more ideal way to spend a weekend!"

(For more information about Special Services, see *All Hands*, June 1979). ↓

The Two Worlds of Doctor Koskella

BY BRENDA LUNDY

You probably wouldn't look twice if you saw a torpedoman wearing dolphins or a line officer sporting wings, but you might be perplexed if you met a Navy *doctor* who's also a certified jet pilot.

Your confusion would be understandable—there are only 10 aviator-designated physicians on active duty. Lieutenant Commander Ken Koskella, MC, USN, assigned to Attack Squadron 128 at NAS Whidbey Island, Oak Harbor, Wash., is one.

Koskella's interest in aviation began while he was attending Washington University Medical School in St. Louis, Mo. He took flying lessons between classes, earned his pilot's license, bought an airplane, and decided aviation was the only way to go.

But it took the doctor more than three years before he finally climbed into a jet's cockpit as a qualified naval aviator. After graduating from medical school and serving a year of internship at Oakland Naval Hospital, Koskella applied for and received orders to flight surgeon school at the Naval Aerospace Medical Institute at Pensacola, Fla.

Following the six-month school, four months of academic study and two months of flight school, he reported to Key West, Fla., for a two-year tour as a flight surgeon with Reconnaissance Attack Squadron 3. While serving with RVAH-3, he applied for the Dual Designator Program and was sent to



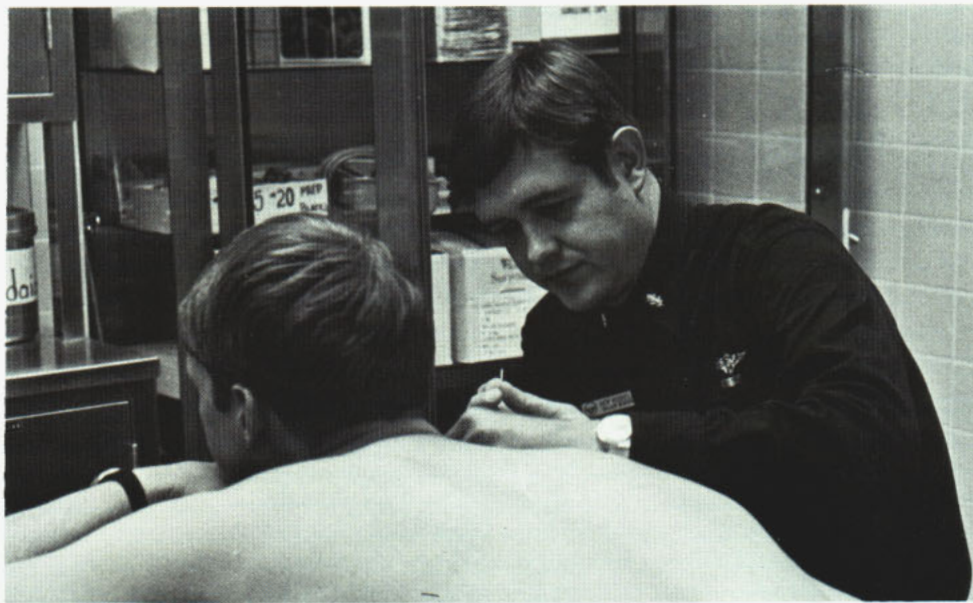
Meridian, Miss., for additional flight training.

The Dual Designator Program, which began with only three billets and was gradually increased to the present 10, has been in existence for about 20 years. Since the Geneva Convention forbids medical people to bear arms, it may seem odd to find a doctor piloting a combat aircraft. However, the purpose of the program is to make flight surgeons more aware of the problems encountered in flight and enable them to devise ways of reducing the hazards inherent in piloting high speed aircraft. The greatest need, then, for dual design-

ator officers lies in the training and research areas.

After Koskella earned his wings, he was ordered to Whidbey Island as an instructor for fleet replacement aviators and as the squadron flight surgeon. Besides spending two days a week treating patients at the station hospital, regular duty one night a week and two weekends a month, Koskella is expected to log at least 1,000 jet flight hours before moving on to another duty station.

Why so many hours? the doctor has set a goal for himself—assignment to Test Pilot School at Patuxent River,



Md., and he must log the 1,000 hours in order to qualify.

If Koskella realizes his goal, he'll spend his next duty learning more about designing flight gear, cockpits, escape systems and aircrew survival. It's a job he feels is invaluable to the Navy.

Until that time, however, the jet-jockeying doctor continues doing what he enjoys most—flying and practicing medicine, with an eye toward family medicine. ↓

NAP Jones

Keeping complacency out of the cockpit

BY JO1 JERRY ATCHISON

"I would rather arrive on time with a sergeant-pilot than late with an old Etonian."—Air Chief Marshal Sir Neville Stack when asked whether the Royal Air Force should recruit more pilots with expensive educations.

For Sir Neville, it's a pity there aren't many "sergeant-pilots" around these days. In the U.S. Navy, the practice of training enlisted pilots (called NAPs for Naval Aviation Pilots) peaked during World War II and began settling from view thereafter.

There's one remaining NAP on active duty, though, who has neither settled from view nor climbed down from the cockpit. He's NAP Jones.

Rather, he's Master Chief Air Controlman Robert K. Jones, USN. But call him NAP because he is—first and foremost—a Naval Aviation Pilot...and that's what he answers to.

That's probably all you'd answer to as well if you'd spent as much time flying Navy aircraft. In fact, if you went out to match NAP's hours in the cockpit, you'd have to climb in the plane, say, on Jan. 1, 1980, and crawl out at the end of that non-stop flight on St. Patrick's Day in 1981.

Even if you went for that marathon plane ride, you'd still miss the mark because NAP Jones accumulated those hours in 27 types of Navy aircraft. He's also still busy running up those hours flying C-131s out of Naval Air Station Pensacola, Fla.

So you can't catch him.

But you *can* talk to him and, of greatest importance, learn from a man who's spent 36 years flying for the Navy. On a 12-hour flight aboard a C-131 flying a circle from Pensacola to Meridian, Miss., to Norfolk and back again, *All Hands* got the chance to do just that.

"I'll fly until I can't climb in the cockpit because the Navy needs men who'll keep complacency out of the cockpit," he said between flying duties during the long flight.

The key word here for NAP is "complacency." It seems this is his own worst enemy and he combats it with his own special kind of professionalism.

"Take that word professionalism," he said. "Now there's a word that's overused these days. But it sure isn't overworked.

"Flying, for example, is a professional business and must be treated that way. Some people, though, don't. They get complacent because it's easy to learn to fly a plane; because flying a reliable, well-built aircraft over the same route breeds complacency. It creeps into the cockpit—pilots know flying is safer than driving a car down the highway.

"It's even tougher in the Navy because our job is—or should be—tougher. People, you see, sometimes forget that our peacetime job is to train for war. Since we're like a nonscheduled airline, it gets too damn easy to act like a civilian transport pilot instead of keeping in mind the combat support mission we would fly in time of war."

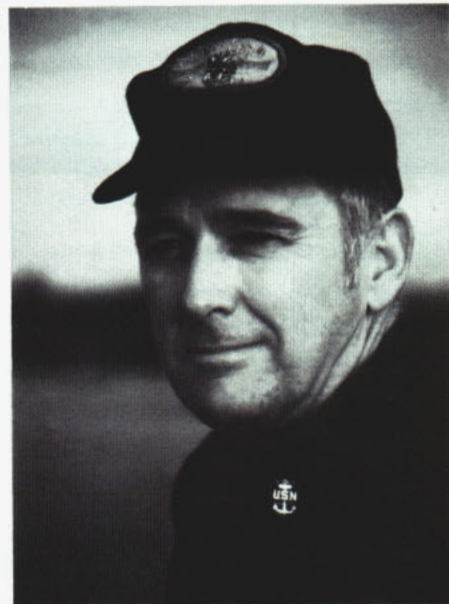
NAP's personal war against complacency in the cockpit of Navy aircraft is

based on personal experience. He can and will tell you how he's seen complacency take lives and aircraft. But he's no preacher. He'll point out that he once was his own worst example of complacency in the cockpit.

"When I had as little time flying as some pilots have today, I used to get just as complacent as they sometimes do. Then I began to realize each close call I'd had was a result of that attitude. It was a lesson that took me years to learn and almost cost me my life."

The result? Well, no co-pilot or crew member on a NAP Jones flight treats the trip routinely. That explains, in part, why he said he has never been frightened in all his years of flying—just very, very busy at times.

"You can't be frightened if—each





time you take off—you expect the worst and are trained to handle it. For example, if a good pilot's plane was going down he'd think, 'Now if I handle this just right, I might be able to keep this jewel flat enough to pancake it in.'

"The good pilot is going to run through every procedure he can—and that'll keep him way too busy to get scared," NAP said.

That example, too, explains still more about NAP's approach. "It's called training, more training and still more training—on each and every flight, in any and all situations, and whenever or wherever it's possible," he said.

"I learned from old NAPs that the secret of their success was that they not only flew the plane, but worked with the crews as well. Those old timers took off

Left: NAP Jones files his flight plan at the NAS, Meridian, Miss., terminal. Below: NAP flies the right seat during a check-out flight aboard a C-131.

their flight suits when they landed, put on dungarees and went to work on the aircraft right alongside the mechanics. Living with the aircraft that way meant they knew those planes inside and out. And they knew the penalties they paid if they goofed on the ground."

Because NAP believes it's everyone's job to know everyone else's job as much as possible, a fledgling aircrewman assigned to NAP's crew is apt to be quizzed on flying the aircraft just as he'll be tested on his primary duties. In addition, NAP makes it clear to everyone that the safe and efficient operation of that aircraft does not fall solely on the pilot's shoulders.

This is not to suggest that NAP isn't the boss on each flight he pilots. As pilot, he is, and must be, the man in charge. But in NAP's world there is no such thing as a too-well-trained crew and, therefore, there is no such thing as a too-competent crew filling the seats on any flight—not even the pilot seat.



NAP Jones

One example of how this works occurred just before the heavily loaded plane's take-off from NAS Meridian, Miss. The cargo master in charge of the load came forward with his freshly computed figures on weight and size of that load. NAP's "guesstimate" agreed almost perfectly with the cargo master's figures. (Indeed, another time, a sheepish cargo master with figures different than NAP's recomputed his work and hit the right figure—NAP's.)

So who do we have here in NAP Jones? Is he an airborne, whip-cracking perfectionist who keeps his crews hopping all the time?

They *do* hop. But it's obvious they wouldn't want to be anywhere else than hopping for NAP Jones. A man with so many strong beliefs about life in the cockpit of a Navy aircraft would seem to demand respect, and nothing more. Instead, there seemed to be a feeling of mutual respect—between all crewmen—aboard NAP's C-131. That prompts a question of NAP's beliefs in leadership principles and practices.

"To understand how I feel about that, you've got to go back to the beginning of my Navy career," he said.

"Back in 1943, I was a new recruit aboard the USS *Aucilla* (AO 56) (before he was accepted for Navy flight training). We were a green reserve crew. But we were running with the hottest fleet in the Pacific under Admiral Halsey.

"My job was to keep watch on a bearing housing that kept burning out. After a little investigation I found the water line to cool the bearings was actually hotter going into the housing than when it came out.

"It became obvious to me that in hooking up the water lines, a steam line had been switched for the cold water line. I told my chief but he didn't believe a boot fireman.

"When they finally discovered the burned out bearings were caused by those switched lines, I'd learned a valuable lesson about leadership.

"That is, if a man knows something, he knows it, whether he's a seaman or an admiral. So you'd better listen to your people," he said.

NAP listens hard to his crew. That's

why he often said, "If you've got a good crew, you've got to work *with* them, not *for* them or they for you." Now if that sounded like he was making a case against the chain of command concept, it isn't. NAP is also quick to pin down his ideas on the importance of discipline—particularly in the air—that is one hallmark of the chain of command.

"If the skipper of an air squadron is not interested—or appears not to be interested—in his crew, then that crew is going to reflect that lack of interest. They'll reflect it in each other and in their jobs. Then you've got an unprofessional air squadron that's headed for trouble.

"No. A leader has got to take a strong interest in his people. In other words, you've got to prove to me you're interested in me before you'll effectively lead me," he said.

NAP has a unique opportunity to practice his leadership notions. For as the last active duty enlisted pilot in the Navy, he must lead not only his juniors—the enlisted crew—but his seniors—the officer pilots with whom he shares flight duties—as well. Do Navy officers have difficulty accepting his airborne leadership and advice?

"Never," he said. "Navy pilots, no matter what their rank, know that flying is a matter of experience and qualifications."

To make sure, NAP doesn't expect any pilot to take his word for anything during a flight. And since each NAP Jones flight is a training flight, the examples can and do come fast and furious.

NAP told how he's gotten in the habit of always asking a new pilot one question on first meeting: "What's your primary navigation aid going to be on this flight?" The answer usually includes something about this or that piece of radar or other navigational equipment aboard the aircraft.

That's not NAP's answer.

"Pre-planning the flight, as simple as that, is as close as you can come to guaranteeing you'll know where you are at all times," he said.

It's easy to see NAP's a teacher who

roots his theories in common sense rather than in sophisticated gear or complicated formulas. All that gear, he believes, is designed to assist the pilot and not the other way around. That's why he makes sure nobody in his crew is solely dependent on radar, for example, to get them from one point to another.

NAP Jones described himself as a man who's been getting in arguments all his life, and admits that if he sees something he doesn't like, he can make a real pest of himself until that something is made right. Sometimes, those views seemed a bit unorthodox upon first hearing:

"America has won all her wars because we have always done uncommon things when they were least expected. But when those things were done, it was with the understanding of, and consideration for, all possible alternatives. Today, some people try to continue that tradition of doing the uncommon. But they do it in a very ordinary way. And that's wrong."

A talk with NAP Jones generates an energy level that belies his 36 years in the Navy. Here's a man, you think, who'd take the proverbial mile when offered an inch (and share it gladly with his crew). But he is, after all, *only* a mortal who could find himself in an airborne emergency that defies even his years of training and experience.

What if the plane he was flying was going to crash? What if he could do nothing to save either the plane or himself?

"I remember being taught about that in flight school," he said with a smile. "If you ever find yourself in a spin that you can't get the plane out of and you can't get yourself out of that aircraft, there's one final thing you can do:

"Push those controls right to the firewall (full open). That way, when you hit you don't just dribble in but *make a great big hole.*"

In 1983, NAP Jones will hit 40 years in the Navy. If he thinks to take a look back over his shoulder then, chances are good he'll see he's "firewalled" his way through the whole experience. And he didn't need—nor get—his airplane into a spin to accomplish it. ↓

Operation Solid Shield

First Night on the CHOWAN RIVER

BY PH2 DAVID LONGSTREATH

On the outer edges of North Carolina's Dismal Swamp, the Chowan River snakes slowly through dense cypress trees and underbrush. Mosquitos swarm in the dampness of late evening.

Hidden on the bank, a guerrilla quietly prepares an ambush. Three U.S. Navy patrol boats cruising the shallow waters (near Sand Banks, N.C.) do not see or hear him.

Downstream, the throaty diesel of Special Boat Unit 24's craft shatters the silence. The guerrilla checks his automatic rifle, inserts an ammo clip, switches the safety off, and waits.

★ ★ ★

It has been an uneventful night for Navy Boatswain's Mate Second Class

Willie Coleman and the three-man crew of his patrol boat. The usual searches of suspected naval craft have found all papers in order and no contraband. This is Willie's fourth six-hour patrol in two days. His tired eyes smart from straining to detect aggressor forces in the underbrush.

In a moment, the calm of this warm May evening will be shattered by gunfire. Coleman's "life" will be on the line.

The ambush, however, is not a terrorist act, but a planned exercise in riverine warfare held during this year's Operation Solid Shield. The 17th annual joint service operation, in which Special Boat

Unit 24 participated, emphasized command and control of military forces in a simulated environment.

"One of the main training objectives during the operation on the Chowan River is to give personnel of the unit a feel for simulated combat conditions," said the unit's reserve commanding officer, Commander William Clarke.

To accomplish this goal, the Little Creek, Va., based unit was split into two opposing forces, with different objectives.

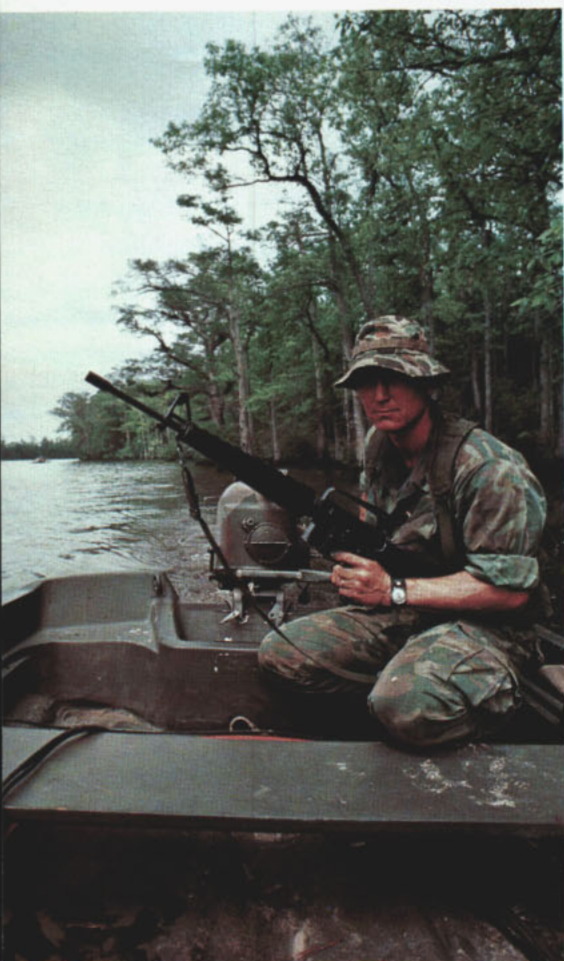
For Willie Coleman and other members of the patrol boat crews, the mission is to protect a simulated friendly country against invading forces



of an aggressor nation. "One of the fastest means of transporting supplies and arms is by that nation's waterways. In this case, our mission is to deny aggressor forces the use of the Chowan River," added Coleman.

The boatswain explained this would be accomplished by blockading water routes, quarantine operations, search and seizure of suspected aggressor naval craft and special warfare support.

To check the progress of the exercise, an umpire was assigned to each patrol craft. After each operation, the boat captain, boat officer, and crew were briefed on their effectiveness. "The best



Above: Gunner's Mate Third Class Randy Dooley, a member of the aggressor force, on patrol.

Top right: Marines of the Second Reconnaissance Group from Camp Lejeune, N.C., prepare for a night patrol.

At right: Members of Special Boat Unit 24 search suspected aggressors during riverine warfare exercise.





way for our personnel to learn riverine warfare is to be exposed to key situations, such as mock ambushes, and to then allow umpires to observe how they handle each circumstance," said CDR Clarke.

A typical riverine operation, recounted by Coleman, concurred with CDR Clarke's statement and told of a common guerrilla tactic encountered during the operation.

"The first night on the Chowan, we had the midnight patrol. Visibility was good under a full moon. We hadn't seen anything all night when the forward spotter saw two men moving slowly along the riverbank in a small boat. We suspected they were aggressor forces when they made an attempt to run for it."

The 36-foot armor-plated boat quickly overtook the smaller wooden vessel. Orders were given for the two men to stop their craft and raise their hands. They did, but only after warning shots were fired.

Both vessels were now in the middle of the muddy Chowan. Seconds passed slowly as the patrol boat captain and crew prepared for their next move. The constant whine of the 800-horsepower diesel engines penetrated the still night air.

"I felt we had the situation under control. We saw contraband in their boat and knew they were guerrillas. We weren't taking any chances."

With all his crewmen in key locations, the boat captain called out to the aggressors.

"Throw us a line."

In one fluid motion, the man in the bow of the suspected craft reached down, raised slowly, and threw both the bow line and a simulated grenade into the patrol boat.

"I saw the line in the moonlight and then heard that sickening thud. We blew it. We were 'dead'."

The operation stopped; the umpire



Above: An aggressor, portrayed by a Navy petty officer, must be watched closely even when "surrendering."

Left: Patrol boat and crew returning from exercises on the Chowan River.

began his brief to the patrol boat crew.

"Patrol boat operations in a combat environment consist of long, often boring, hours making repeated checks of innocent civilian watercraft. In this instance, you failed to keep a spotlight on the suspected craft. This happens most frequently where forces fail to establish a rapport with the local civilian population. They can either be your best friend or your worst enemy."

Throughout the two-week operation, this scene was repeated. For members of Special Boat Unit 24, the lesson learned during Operation Solid Shield was remembered and will be refined in future training.

"Someday, those ambushes could be real and there won't be any umpires around," said a SBU-24 boat captain.

Right: Marines of the Second Reconnaissance Group arrive at the Chowan River base camp by way of H-53 helo.

Below: Units of Special Boat Unit 24 deploy for patrol operations on the Chowan; their job is to be on guard against ambush.



Harbor Clearing During Solid Shield

Living up to their motto, "Where the fleet goes, we've been," Mine Squadron Twelve, in an exercise scenario, "busted the fleet out" of a "mined" Norfolk harbor recently in Solid Shield '79 exercises.

The ocean minesweepers (MSOs) and intercoastal minesweeping boats (MSBs), with combined crews of active and reserve personnel, were involved in mine countermeasure work designed to clear a channel through the harbor and its approaches following a simulated hostile force's mining of the area.

The Charleston-based squadron was charged with demonstrating a capability to neutralize such a threat. Squadron Commodore Captain C.R. Christensen responded by forming a special squadron staff team to plan and execute the operation.

Heading the group was Commander C.S. Davis III, Commodore for Naval Reserve Force Mine Division 121, out of Newport, R.I.

The team developed a plan based on hundreds of hours of field research, files review, and extended interviews. This in-depth examination of minesweeping warfare and present naval operations led to a detailed operation order scaled to current fleet demands. Objective was to clean a channel for ship traffic from the piers to blue water.

Ten ocean minesweepers and seven intercoastal minesweeping boats, manned by 1,000 active and reserve personnel, embarked for the extensive exercise. For eight days of around-the-clock operations in fog, foul weather and adverse sea conditions, the task force logged a total of 18,000 nautical miles. New tactics and updated procedures were used, featuring sophisticated search and sweep methods for detecting, locating, and neutralizing mines in shallow and deep water locations.

Various types of minesweeping gear were streamed to simulate ships' signa-

tures to sweep acoustic, magnetic, combination, and moored mines. Careful attention was given to routine maneuvering strategies, communication procedures, and warfare operation skills. Besides monitoring the overall functions of squadron activities, the exercise served to measure the endurance and responsiveness of mine-sweep sailors and ships. Night astern refueling turned out to be a successful, smoothly executed maneuver involving the USS *Edenton* (ATS-1).

Deep water operations involved the USS *Fidelity* (MSO 433), the only active duty minesweeper in the exercise, and the reserve minesweepers USS *Fearless* (MSO 442), USS *Engage* (MSO 433), and USS *Affray* (MSO 511). Special deep-rigged minesweeping gear was used.

Before departing for Solid Shield, most of the squadron ships were in Charleston for material preparation

and exercise training. At formal pier-side ceremonies there, many of the ships received awards for outstanding unit contributions and individual achievements including the Naval Surface Force Atlantic Fleet citation for a crew's exceptional teamwork and performance, and departmental awards for technical and operational excellence.

Reserve force minesweepers are commanded by active duty officers. Each has an active duty complement of three other officers and 36 enlisted men. The reserve crew, designed to bring the ship up to wartime manning levels, consists of the executive officer, two additional officers, and 14 enlisted men. The Naval Reserve Force MSOs are homeported on the East and Gulf Coasts from Maine to Florida. ↓

Reservist STGSN Jonathon Natti plots underwater contact found during mine hunting operations aboard the minesweeper USS Adroit (MSO 509).



Portland-

A great place to visit



BY LCDR C. L. CRAGIN
AND ENS J.P. SMALLWOOD

The weather was cold but the welcome was warm when USS *Portland* (LSD 37), encrusted with ice, entered historic Casco Bay, Portland, Maine, and tied up at the State Pier.

It was the first time since 1945 that a ship bearing the name of Maine's largest city paid a visit. As a resident said, "It's like having one of your children come home. It's even better when a man named Connolly brings his ship to Portland for St. Patrick's Day."

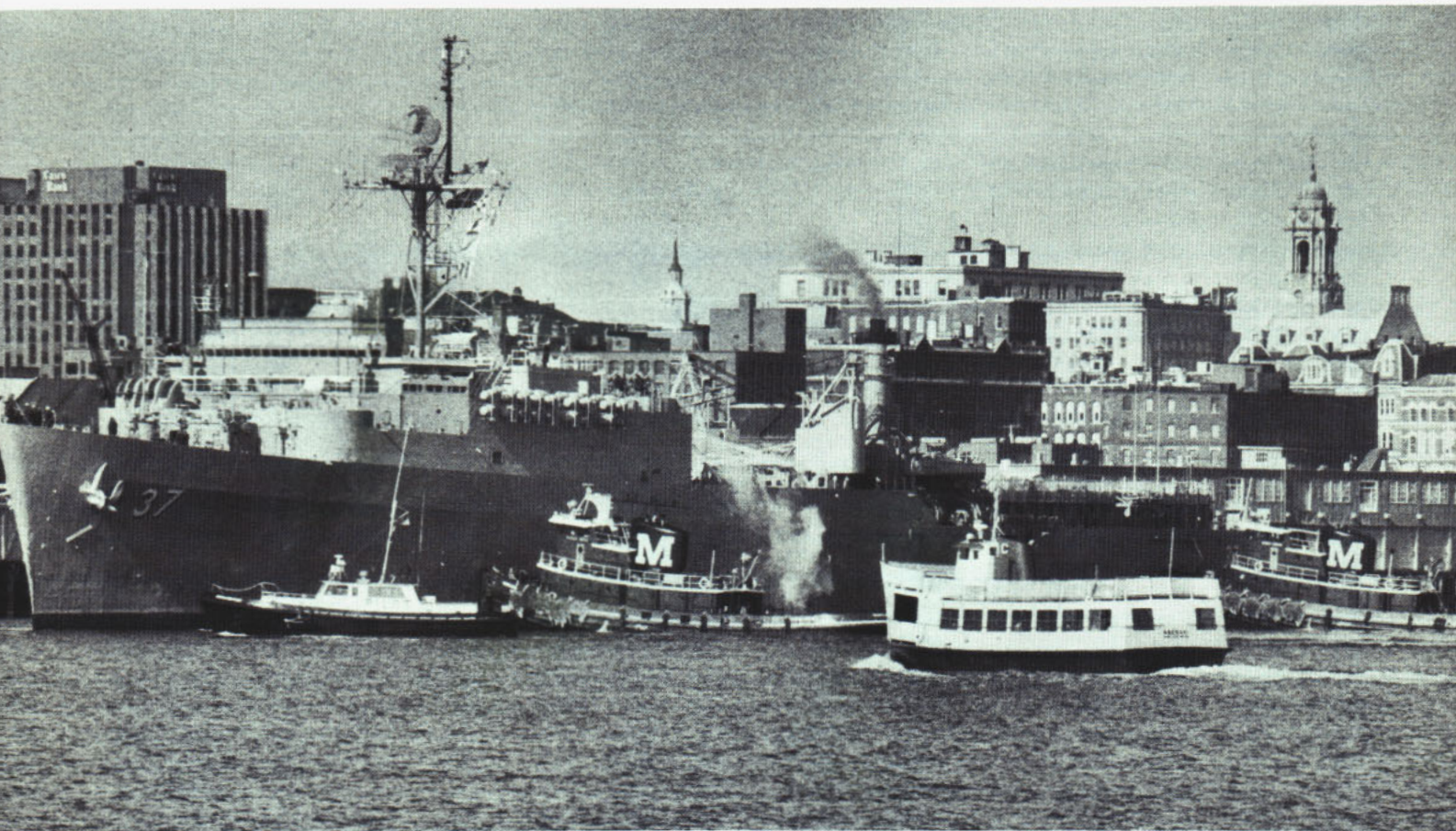
Left: CDR Michael B. Connolly with Merritt Fitch, a citizen of Portland.
*Below: Skyline of Portland, Maine, provides the backdrop for USS *Portland* (LSD 37).*

That's what it was all about, an enthusiastic St. Patrick's Day celebration for the city's Irish-American community and the crew of *Portland*. A shamrock flag flew from the mast.

The state laid out the red—call it the green—carpet. The Maine Legislature enacted special legislation declaring *Portland's* visit to be "of great significance to Maine and its citizens." The Legislature sent a special delegation of state senators to officially convey its message of welcome.

"It was overwhelming and greatly appreciated by the crew", said *Portland's* CO, CDR M.B. Connolly. "It was really like coming home after a long voyage."

City officials and the Chamber of



Commerce went out of their way to make the ship's crew feel at home. Activities included a slide presentation of local areas of interest. Personnel from Portland's Naval Reserve Center assisted in many of the logistical and support functions.

Shortly after the ship arrived, David F. Emery, first district congressman, extended his welcome and participated in a reenlistment and awards ceremony and the advancement ceremony of Electrician's Mate Third Class William M. Sterns of Lincolnville, Maine, close to the congressman's home town.

Then there was the LCM-6. For several months, residents of the small community of Stonington on Deer Isle had been searching for a way to transport a surplus landing craft from Norfolk to Maine. A 56-foot boat is not the easiest thing in the world to carry around! "Can Do" was the response from *Portland*, whose crew took time to refurbish the Army surplus craft and put it "in a presentable form" before hauling it to Maine.

The boat didn't resemble an Army landing craft upon arrival. Wearing a new coat of Navy paint and the name "Portland," it was emblazoned with the "Gator" of the amphibious Navy.

"It was something the men wanted to do," said CDR Connolly. "They took their spare time to dress up the boat."

Residents of Deer Isle joined the crowd at the pier to see the landing craft they had worked so hard to get. After refitting, it will be used in firefighting operations and as a ferry to assist islanders in getting to and from the mainland. Their only link with the mainland, a suspension bridge, has to be closed occasionally because of high winds and for maintenance.

The generosity of *Portland's* crew was acknowledged. A delegation of Deer Isle residents came aboard *Portland* carrying 10 gallons of freshly harvested scallops. They joined with the ship's chefs in preparing a traditional Maine delicacy, scallop ("scaw-lopp") stew. First in the chow line was Maine's governor, Joseph E. Brennan.

Throughout the visit, Maine's citizens turned out to greet the ship and make the crew welcome. In the city with



Top: Residents of Deer Isle in Maine busily prepare a scallop stew for *Portland's* crew; they brought the fixings. Above: SN D.S. Corbin, LCDR W.K. Coxe, Jr., CDR M.B. Connolly and SMSN R.L. Weckesser at the monument to *USS Portland (CA 33)*.

a reputation among foreign navies as a "great place to visit," U.S. Navy ships are a common waterfront sight. But Mainers wanted to see *Portland* and they turned out in overwhelming numbers. Lieutenant Commander Guy Carroll Jr., commanding officer of Portland's Naval Reserve Center—whose command hosted the visit—estimated that more than 6,000 people visited *Portland* and set a new port record for visitors.

"At times," said Carroll, "more than 300 people were in line waiting to get aboard."

While residents were taking every occasion to visit the ship, many of the crew members were visiting the city. CDR Connolly led a wreath-laying ceremony at the mast of the original

USS Portland (CA 33) at the city's Eastern Promenade. The heavy cruiser had a distinguished record during World War II.

The crew took the opportunity to visit many interesting places, including the home of Portland's famous poet, Henry Wadsworth Longfellow. One crew member observed, "I read Longfellow's poems in school but I never thought I'd get to see where he lived."

It was that kind of visit—a time of fellowship, camaraderie, and enthusiasm. "It brought the Navy closer to the people of Portland, demonstrated firsthand the quality and dedication of the American sailor and, at the same time, instilled in the crew a closeness of identity with the people of Portland, Maine," said CDR Connolly. ↓



Navy Rights & Benefits

VA Benefits

For some service members, the transition back to the civilian community offers little difficulty. For others, the move is full of uncertainty. To aid eligible veterans leaving the Navy after retirement or after their enlistment obligation, a wide range of services and benefits is available, many of them tailored specifically to the needs of military veterans.

This article, No. 10 in our series on Navy Rights and Benefits, includes several tables which provide the latest information available on benefits administered by the Veterans Administration (VA). Specific requirements and more detailed information are available from VA offices located in major cities throughout the country.

Active duty service members can also get answers to many questions from their command career counselor, personnel officer or education officer.

★ ★ ★

Majorcare 90

A primary concern of many families leaving military service is the sudden absence of medical coverage that occurs following a member's discharge. To help alleviate this, a major insurance company, through an agreement with VA, offers a 90-day medical insurance policy (Majorcare 90) which covers service members leaving the military while they establish permanent policies.

Majorcare 90 limits participation to veterans who served on active duty for 30 days or more. The policy excludes retirees and individuals who served less than four months for training purposes.

The policy costs \$25 for the service member, \$25 for spouse and \$10 for each child, up to three children. The plan covers four or more children for the price of three.

Benefits of the Majorcare 90 policy (which includes a \$25 deductible for

each episode) are payable for up to 52 weeks for illness or accidents which may occur during the 90-day period immediately following discharge. These benefits include:

1. Payment of up to \$36 daily for hospital room expenses, plus any services or supplies used during hospitalization.

2. Payment of 80 percent of fees for outpatient or inpatient treatment by physicians and surgeons, and also for diagnostic X-ray and laboratory examinations, private nurse and ambulance services, including cost of supplies and equipment rentals.

3. Upon death, as a result of an accidental injury which occurred within 90 days of discharge, a payment of \$1,000 will go to designated beneficiaries. Death must be from *accidental* causes. An accidental injury which occurred on the 90th day after discharge (the last day of the period covered) and caused the death of the insured 91 days *later* will not meet the terms of the policy as an insurable injury.

Majorcare 90 will not cover the expenses of childbirth or resulting complications, dental services, ear or eye examinations for hearing aids or glasses, congenital or pre-existing conditions. When double coverage exists, the policy does not pay expenses for care covered by other forms of compensation.

To apply for the Majorcare 90 program before you leave the Navy, contact your personnel officer.

VA Medical/Dental Services

Veterans discharged or released from active military service under conditions other than dishonorable may be entitled to certain medical and dental care at VA health care facilities.

Veterans requiring hospitalization because of injuries or disease incurred while on active duty have top priority for admission to VA medical facilities. Veterans who were discharged or retired for disability and need treatment for some ailment not connected with their service will be admitted just as

soon as the space becomes available.

Other veterans who cannot pay for hospital charges elsewhere may be treated or admitted to VA hospitals on a space available basis. Ability to pay does not apply to any veteran who is 65 or older or is receiving a VA disability pension.

VA facilities also provide outpatient services to veterans in need of medical examinations, consultation or counseling, land prescription medicines or drugs.

Outpatient medical treatment includes home health services such as structural alterations and home improvements deemed necessary for the continuation of treatment at home.

VA medical and dental assistance is dependent upon the veteran's needs and eligibility.

Unemployment Compensation

For veterans returning to civilian life without a new job awaiting them, per-

haps the first and most important thing to do is register with the nearest local State Employment Commission and apply for unemployment compensation payments.

It is not necessary for veterans to file for unemployment benefits in their state of record. After leaving the service, veterans may file in any state where they plan to reside or work. However, it is beneficial to file promptly. Weekly unemployment checks are not retroactive; they begin only after a veteran makes application.

Full-Time Jobs

Although employment assistance is not one of its basic responsibilities, the VA provides guidance and information whenever possible. VA personnel, with offices at most state employment locations, counsel veterans on available benefits and privileges.

The U.S. Office of Personnel Management can assist veterans who seek

jobs in federal service. Other sources of employment information and assistance are:

- Federal Job Information Centers. (Consult telephone directory for address or ask operator for the toll-free telephone number.)

- USVACs (U.S. Veterans Assistance Centers) which are located at most VA regional offices.

- Any VA office.

- Any federal agency personnel office.

- State and local government employment offices.

Many levels of government—state, county, and municipal—give returning service personnel veterans' preference. The preference is generally in the form of additional points added to passing job testing scores.

Vocational Rehabilitation

The Vocational Rehabilitation Program helps the service-disabled veteran



Navy Rights & Benefits

select, prepare for, and secure work that is in line with personal goals, interests, abilities and physical capacities.

Veterans discharged, released, or retired from service under other than dishonorable conditions and who have been determined by the VA to need training to overcome handicapping effects of a service-connected disability may be eligible to participate in a program of vocational rehabilitation.

Basically, a veteran has nine years from date of discharge to complete vocational rehabilitation training. A four-year extension may be granted for unusual circumstances. Seriously disabled veterans may be granted longer periods to finish training; the VA determines the period of eligibility on a case by case basis.

In most cases, the period of education or training will not exceed 48 months, but more time may be provided if necessary. Most veterans attend school full time, but it is possible for them to attend on a three-quarter or half-time schedule.

The VA will pay training expenses, including tuition, fees, necessary books, supplies and equipment, and will provide—monthly—a non-taxable subsistence allowance to veterans in training. This is in addition to any compensation or other benefits to which a veteran may be entitled.

Table 1 shows a schedule of current monthly subsistence payments.

Educational Assistance

The VA administers two basic educational assistance programs for veterans and service persons—the GI Bill and the new Veterans Educational Assistance Program (VEAP).

GI Bill

Veterans who served on active duty for more than 180 *continuous* days, any part of which occurred after Jan. 31, 1955, but before Jan. 1, 1977, and who (a) were released under conditions other than dishonorable, (b) were discharged for a service-connected disability or (c) continue on active duty are eligible for educational benefits under the GI Bill.

Also eligible are those who contracted with the Armed Forces and were enlisted in or assigned to a reserve unit before Jan. 1, 1977, and who as a result of this enlistment or assignment, served on active duty for more than 180 days, any part of which began within 12 months after Jan. 1, 1977, and who were discharged from active duty under conditions other than dishonorable.

Each eligible person with 18 continuous months or more of active duty is entitled to 45 months of full-time educational benefits, or the equivalent in part-time benefits. Those with less than 18 continuous months of active duty are entitled to 1½ months of full-time benefits (or the part-time

equivalent) for each month of active duty served.

As an example, a veteran (with wife and one child), having 12 months of continuous service, will have 18 months of full-time benefits available. If the veteran-student attends school on a half-time basis, \$211 will be paid directly to the veteran for 36 months (approximately four school years). Table 2 shows the various monthly amounts a veteran will receive under the current rates for GI Bill users. These payments are non-taxable.

Full-time institutional training consists of 14 semester hours unless the school has certified to the VA that it considers 12 hours to be full time.

A cooperative program is a full-time program of education. It consists of institutional courses and alternate phases of supplemental training in a business or industrial establishment.

Eligible veterans and service persons may select a program of education, an apprenticeship or on-the-job training program, farm or flight training at any approved educational or training establishment which will accept them. Vocational or educational counseling will be provided by the Veterans Administration on request.

Under the law, each person is entitled to one change of program. Subsequent changes may be approved by the VA. Change from one program to another when the first is a prerequisite to the

TABLE 1. MONTHLY RATE OF SUBSISTENCE ALLOWANCE

Type of Training	Number of Dependents			
	None	One	Two	Each Add'l Dep.
Institutional				
Full time.....	\$241	\$298	\$351	\$26
Three-quarter time	181	224	263	19
Half time	120	149	176	13
Farm cooperative, apprentice, or other on-the-job training				
Full time.....	210	254	293	19

second is not considered a change of program.

Veterans who have not received a high school diploma (or equivalency certificate) or who need deficiency or refresher courses before enrolling in a program of education or training may pursue these courses without charge to their basic entitlement.

GI Bill eligibility generally ceases at the end of 10 years from the date of the veteran's release from active duty or Dec. 31, 1989, whichever occurs first.

Tutorial Assistance

Veterans who use the GI Bill may also be eligible to participate in a program of tutorial assistance. Its purpose is to assist veteran-students to successfully complete an educational goal by providing special help to overcome deficiencies in required subjects.

The school must certify that tutorial help is needed to correct a deficiency in a course which is an essential part of the veteran's program of study.

Veterans may receive up to \$69 monthly until a maximum of \$828 is received. Payments are made as reimbursements, not as advance allotments. Application for reimbursement should be made promptly after completion of the month or term in which tutoring was received. Benefits may only be paid, however, for tutoring received within the one-year period preceding the date the claim was received by the VA.

VA Work-Study Program

Veterans using their GI Bill educational benefits who enroll full time in college degree, vocational or professional programs may "earn while they learn" under the VA Work-Study Program. Veterans in a vocational rehabilitation program are also eligible to participate in the work-study program.

Selection of applicants is based primarily upon a veteran's need to supplement monthly educational assistance or subsistence allowances. The number of applicants selected will depend upon the availability of VA-related work at the veteran's school or at VA facilities in the area.

Veterans may work a maximum of 250 hours per semester (or other enrollment period). Payment will be at the rate of \$2.50 per hour, or an amount equal to the hourly minimum wage, whichever is greater. A veteran may work less than 250 hours depending upon work availability, class schedule and personal needs.

Under the work-study agreement, veterans may receive payment for 40 percent of the hours of services in advance. After the advance, additional payments are made in arrears for each 50 hours of service performed.

Services performed under the VA Work-Study Program must be VA-related in nature. Examples of such services might include processing of VA paperwork at schools of VA regional offices, outreach services under the super-

vision of a VA employee, and services performed at VA medical facilities and offices of the VA National Cemetery System. These examples are not all-inclusive—the nature of work will depend upon a veteran's interests and the type of work situations available.

VEAP

The new VEAP (Veterans Educational Assistance Program) has replaced the old GI Bill for Navy people who initially entered the service after Dec. 31, 1976. These people are eligible to participate in the contributory program by setting aside up to \$75 each month in an educational fund. Uncle Sam will add two dollars for each dollar you save. If you contribute the maximum each month for three years, with the government's contribution, you will

TABLE 2. GI BILL RATES

	No Deps.	1 Dep.	2 Deps.	Each Add. Dep.
INSTITUTIONAL:				
Full-Time	\$311	\$370	\$422	\$26
Three-Quarter	233	277	317	19
Half-Time	156	185	211	13
COOPERATIVE	251	294	334	19
APPRENTICESHIP/OJT				
1st 6 Months	226	254	277	12
2nd 6 Months	169	197	221	12
3rd 6 Months	113	141	164	12
4th and any Succeeding 6- Month Period	56	84	108	12
FARM COOPERATIVE				
Full-Time	251	294	334	19
Three-Quarter	188	221	251	15
Half-Time	126	147	167	10
ACTIVE DUTY, OR LESS THAN HALF-TIME	Tuition cost, not to exceed rate of \$311 for full-time; \$233 for 3/4 time; \$156 for 1/2 time or less but more than 1/4 time; \$78 for 1/4 time or less.			
CORRESPONDENCE	Entitlement charged at rate of one month for each \$311 paid.			
FLIGHT	Entitlement charged at rate of one month for each \$288 paid.			

Navy Rights & Benefits

accumulate \$8,100 (\$2,700—your contribution, +\$5,400 from the government) which can then be used to pay educational expenses while in service, after separation, or both.

Though \$75 per month is the maximum, Navy people can set aside as little as \$50 each month or any \$5 increment in between. Members must agree to participate in the program for a minimum of 12 months, but exceptions can be made in cases of financial hardship.

VEAP is more than simply a savings account. Members will be entitled to the total amount in their account after completing their initial enlistment or period of obligated service, if they use it in a VA-approved educational program. If a member decides after being released from active duty not to continue his or her education, the member's share of the fund will be refunded within 60 days of notifying the VA.

If, after attending school for several months, a veteran or active duty service person decides to drop out, the remainder of the fund may either be withdrawn or left in the account in anticipation of returning to school at a later date.

Matching funds will be paid to students for the same number of months as they participated in VEAP. If a Navy person contributed for 24 months, for instance, he or she (if attending school on a full-time basis) could receive as much as \$225 a month for 24 months (\$75 contributed + \$150 matched funds = \$225).

Table 3 shows how much you can save through VEAP.

PREP

Without charge to a participant's basic VEAP entitlement, an active duty service member may pursue PREP (PredischARGE Education Program), a program designed to help those persons needing to complete a high school education or to take refresher or deficiency courses as preparation for admission to a post-secondary program.

VA Education Loans

Veterans using their GI Bill benefits

and those enrolled in VEAP are eligible to apply for a VA education loan. Direct loans from the VA are available for students needing assistance beyond regular allowances to meet educational costs.

Loans are not granted, however, based on enrollment in correspondence, flight, high school, apprenticeship, on-the-job training or PREP programs.

Students enrolled in a standard college degree program may borrow up to \$2,500 per academic year. Lesser amounts are available for shorter periods of enrollment. For example, a veteran may borrow up to \$1,250 for one semester or \$830 for one quarter. If enrolled in a third semester, fourth quarter or summer session of at least 10 weeks' duration in addition to the academic year, a veteran may borrow up to \$3,330. Approval of a loan depends on a veteran's needs, income and on other guidelines.

The interest rate for VA education loans is currently seven percent per

annum on the unpaid balance. No interest accrues on the loan balance until the beginning date of repayment, which begins nine months after a veteran ceases to be at least a half-time student. A veteran has 10 years and nine months to repay the loan.

A loan fee (currently three percent of the loan amount), which goes into an insurance fund for defaults, is deducted from the loan. Therefore, if a loan of \$2,000 is approved a veteran will actually receive \$1,940.

Repayment may be made in annual, semiannual, quarterly or monthly installments. There is no penalty for repaying in advance all or any part of the loan. Repayment of both principal and interest is deferred during any period of enrollment on a half-time or more basis.

VA Home Loans

The VA *guaranteed* home loan program offers advantages that other loan

TABLE 3. VEAP CONTRIBUTIONS

Your contribution	You save	Government contribution	Total
After One Year			
\$50.00 a month	\$ 600.00	\$1200.00	\$1800.00
\$55.00 a month	\$ 660.00	\$1320.00	\$1980.00
\$60.00 a month	\$ 720.00	\$1440.00	\$2160.00
\$65.00 a month	\$ 780.00	\$1560.00	\$2340.00
\$70.00 a month	\$ 840.00	\$1680.00	\$2520.00
\$75.00 a month	\$ 900.00	\$1800.00	\$2700.00
After Two Years			
\$50.00 a month	\$1200.00	\$2400.00	\$3600.00
\$55.00 a month	\$1320.00	\$2640.00	\$3960.00
\$60.00 a month	\$1440.00	\$2880.00	\$4320.00
\$65.00 a month	\$1560.00	\$3120.00	\$4680.00
\$70.00 a month	\$1680.00	\$3360.00	\$5040.00
\$75.00 a month	\$1800.00	\$3600.00	\$5400.00
After Three Years			
\$50.00 a month	\$1800.00	\$3600.00	\$5400.00
\$55.00 a month	\$1980.00	\$3960.00	\$5940.00
\$60.00 a month	\$2160.00	\$4320.00	\$6480.00
\$65.00 a month	\$2340.00	\$4680.00	\$7020.00
\$70.00 a month	\$2520.00	\$5040.00	\$7560.00
\$75.00 a month	\$2700.00	\$5400.00	\$8100.00

programs do not. The major advantage of the VA home loan program is that most VA loans are made with little or no down payment. The borrower also has the right to prepay all or part of the indebtedness at any time without premium or penalty.

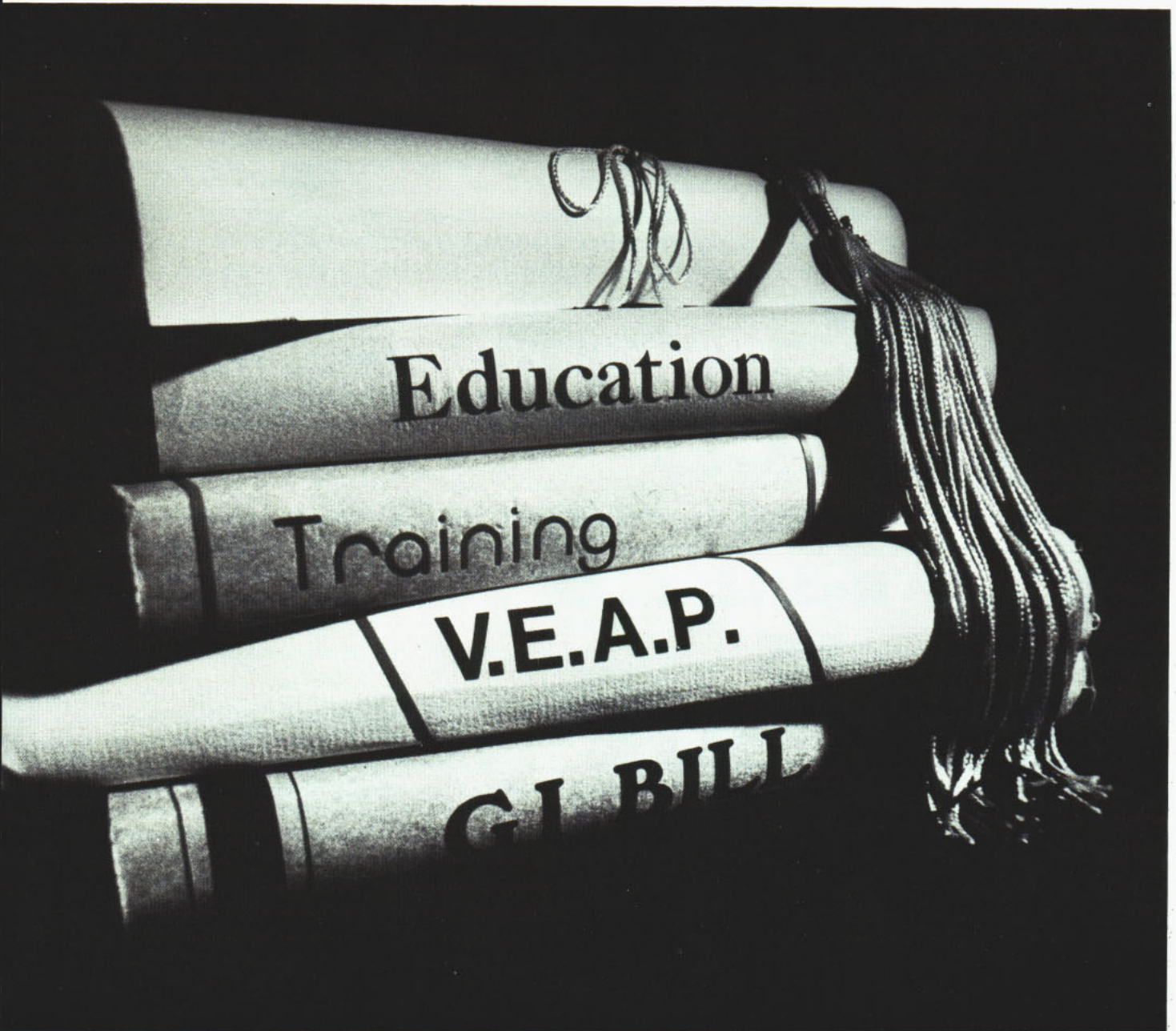
The home loan offered under VA's major program is not a *direct* loan but a *guaranteed* loan covering 60 percent of the mortgage, up to a maximum \$25,000. For a mobile home, the VA guaranty is 50 percent of the loan, up to \$17,500. The exact amount of a vete-

ran's entitlement is shown on the *Certificate of Eligibility* that many veterans receive from the VA shortly after discharge. Veterans who do not have this document should contact their nearest VA regional office.

Veterans can use their entitlement to purchase, build, alter, improve, refinance or repair a home. There is no requirement that entitlement must be used within a certain period of time. VA home loan eligibility remains available until used.

To be eligible for a VA home loan, a

veteran must have been discharged under conditions other than dishonorable. Generally, 90 days of *total* active duty during wartime, or 181 days of *continuous* service during peacetime, are required for eligibility for a VA home loan. A shorter period of service may be sufficient if a veteran was discharged or released sooner because of a service-connected disability. Men and women who have served more than 180 days on a regular active duty enlistment can qualify, but those on active duty for reserve training cannot.



Navy Rights & Benefits

To obtain a home loan, veterans should contact a real estate broker or one of the usual lending institutions; i.e., banks, savings and loan associations, insurance companies and mortgage companies. Although there is no maximum loan amount, some lenders will limit loan amounts to four times a veteran's enlistment. For example, a veteran with full entitlement (\$25,000 guarantee) might be able to obtain a \$100,000 home loan subject, of course, to the veteran's ability to qualify for the loan from an income and credit standpoint. In all cases, however, the greater

the guaranty entitlement in relation to the loan amount, the more favorable will be the prospect of obtaining the loan.

As long as some entitlement remains, a veteran may qualify for an additional home loan, but the veteran must certify that he or she occupies or intends to occupy the property as a home.

As an example, a veteran may use remaining entitlement to obtain a loan for a second home and rent the first home to acquire income to apply against the first mortgage. As an alternative, the veteran may want to refi-

nance the first mortgage to obtain funds to cover the costs of remodeling. The only restriction on the use of remaining entitlement is that a veteran who bought a mobile home with a VA loan may not obtain a second mobile home with VA financing until he or she disposes of the first mobile home.

After selling a residential property financed with a VA loan, a veteran may be released from liability to the government. This is usually accomplished when the loan is paid in full or when the VA agrees to let a buyer assume the veteran's loan obligation.



When the loan is paid in full, or when another veteran substitutes his or her entitlement for that of the original veteran-borrower, *used* entitlement can be restored. If either of these conditions are met, a veteran who sells a VA-purchased home should make application to have *used* entitlement restored.

Keep VA Posted

Do you have one of these policies with the Veterans Administration?

United States Government Life Insurance

National Service Life Insurance

Veterans Special Life Insurance

Service Disabled Veterans Insurance

Veterans Reopened Insurance

Do you keep VA informed of your current address?

If you need to submit a change, send it to one of the addresses below (whichever holds your insurance records) giving your name, VA insurance file number, and your current mailing address:

Veterans Administration Center

Federal Building,

Fort Snelling

St. Paul, Minnesota 55111

Veterans Administration Center

5000 Wissahickon Avenue

Philadelphia, Pennsylvania 19101

★ ★ ★

The VA-sponsored benefits outlined in this article, as well as benefits like Majorcare 90, can be of great assistance to veterans. As explained, some of the programs can also help members still on active duty, whether they seek a college education or a loan to purchase their own home.

For many of the veterans' programs, there is no time limitation imposed. Eligibility for other benefits, however, does expire. Table 4, Veterans Benefits Timetable, gives several VA programs and eligibility expiration dates. ↓

TABLE 4. VETERANS BENEFITS TIMETABLE

YOU HAVE (after separation from service)	BENEFITS	WHERE TO APPLY
10 years	GI EDUCATION: The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in an apprenticeship program.	Any VA office
No time limit	GI LOANS: The VA will guarantee your loan for the purchase of a home, mobile home, or condominium.	Any VA office
No time limit	DISABILITY COMPENSATION: The VA pays compensation for disabilities incurred in or aggravated by military service. Payments are made from date of separation if claim is filed within 1 year from separation.	Any VA office
No time limit	MEDICAL CARE: The VA provides hospital care covering the full range of medical services. Outpatient treatment is available for all service-connected conditions, or non-service-connected conditions in certain cases. Drug treatment is available for veterans in need of help for drug dependency.	Any VA office or hospital
1 year	DENTAL TREATMENT: The VA provides dental care. The time limit does not apply for veterans with dental disabilities resulting from combat wounds or service injuries.	Any VA office or hospital
1 year (from date of notice of VA disability rating)	GI INSURANCE: Low cost life insurance (up to \$10,000) is available for veterans with service-connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies. VGLI: SGLI may be converted to a 5-year nonrenewable term policy. At the end of the 5-year term, VGLI may be converted to a policy with a participating insurance company.	Any VA office
120 days (or 1 year with evidence of in- surance); or up to 1 year if totally dis-		Any VA office (for information)
No time limit	EMPLOYMENT: Assistance is available in finding employment in private industry, in federal service and in local government.	Local or state employment service U.S. Office of Personnel Management Any VA office
Limited time	UNEMPLOYMENT COMPENSATION: The amount of benefit and payment period varies among states. Apply immediately after separation.	State employment service
90 days	REEMPLOYMENT: Apply to your former employer for employment.	Employer
No requirement	SELECTIVE SERVICE: Veterans are no longer required to contact the Selective Service after separation from service, regardless of whether they previously registered with that agency or not.	Not required

Mail Buoy

Fringed Ensigns

SIR: In the May 1979 issue of *All Hands*, the 'Flying Rifles' are carrying a national ensign on parade with gold fringe on it. This is against the Navy's policy.—AM1 Clyde T. Clark.

• *The rule pertains only to ensigns that are displayed (hanging, on a stand, etc.) outdoors. Carrying a national ensign with a fringe is an entirely different matter. In fact, all the ceremonial units of the armed forces use fringed ensigns during ceremonies.*—Ed.

Diving Safety

SIR: Reading the March 1979 article on "Revolutionary Breakthrough in Deep-Sea Diving," I noticed a puzzling situation. Photos on pages six and eight show a diver without gloves and with a wedding ring on.

I believe this practice is unsafe. Correct me if I am wrong.—LCDR Carl Paul Saviola.

• *Regarding the wearing of rings and the use of gloves during a working dive, the general policy is that the diving officer and master diver or diving supervisor will determine whether the task at hand requires either the*

dexterity that only the bare hand can afford or the protection of gloves. Safety is their responsibility and the procedure that provides the maximum safety for the diver is selected. Generally, it is not a good idea to wear rings on a diving operation or in any other work situation using moving or rotating machinery.—Ed.

Deck of Cards

SIR: I came across the letter in the March 79 issue about the three Corvins. It asked if there were any other three-brother combinations serving in today's fleet. I am serving aboard the USS *John F. Kennedy*; so are my two brothers, HTFN Kenneth Card and DP3 Harold Card. I joined the Navy in 1975. Harold and Kenneth joined in 1977.—EM2 Bob Card Jr.

Another Trio

SIR: In response to OS3 Rick Corvin's letter in the March '79 issue, USS *Whipple* (FF 1062), homeported in Pearl Harbor, Hawaii, has three brothers: BM3 Brian T. Rhodes, MM3 William D. Rhodes and FA David C. Rhodes, currently serving their tour of duty

together on board *Whipple*. There must be other ships in the fleet carrying brothers on duty together; who knows, maybe more than three!—YN3 Edward A. Summers.

Recruiter's Odyssey

SIR: "One Recruiter's Odyssey," in the June issue of *All Hands* is one of the finest I have ever read in a Navy publication of any sort in my eight years in the Navy. "Nuff said."—JO2 Marc R. Matteson.

Reunions

• USS *Shaw* (DD 373)—Planning a reunion for former crew members. Contact E.E. Ness, 1900 N. Serrano Ave., Los Angeles, Calif. 90027

• USS *Otus* (ARG 20)—Anyone who ever served aboard interested in a reunion. Contact Don Price, P.O. Box 216, Cocoa, Fla. 32922

• USS *Kenneth D. Bailey* (DDR 713)—Reunion. Contact Phil Loftus, 2816 Jones Blvd., Easton, Pa. 18042.

• *Destroyer Division 59* [USS *Ford* (DD 228), USS *Peary* (DD 226), USS *Pillsbury* (DD 227), USS *Pope* (DD 225)]—Survivors or relatives of deceased members of Des-Div 59 contact J. Daniel Mullin, 1105 Whitehall Drive, Mount Pleasant, S.C. 29464, who is writing a history of the division.

• USS *Bennington* (CV 20)—Planning a reunion. Contact Rudolph O. Schnalzer, 1115 Sioux St., Bethlehem, Pa. 18015.

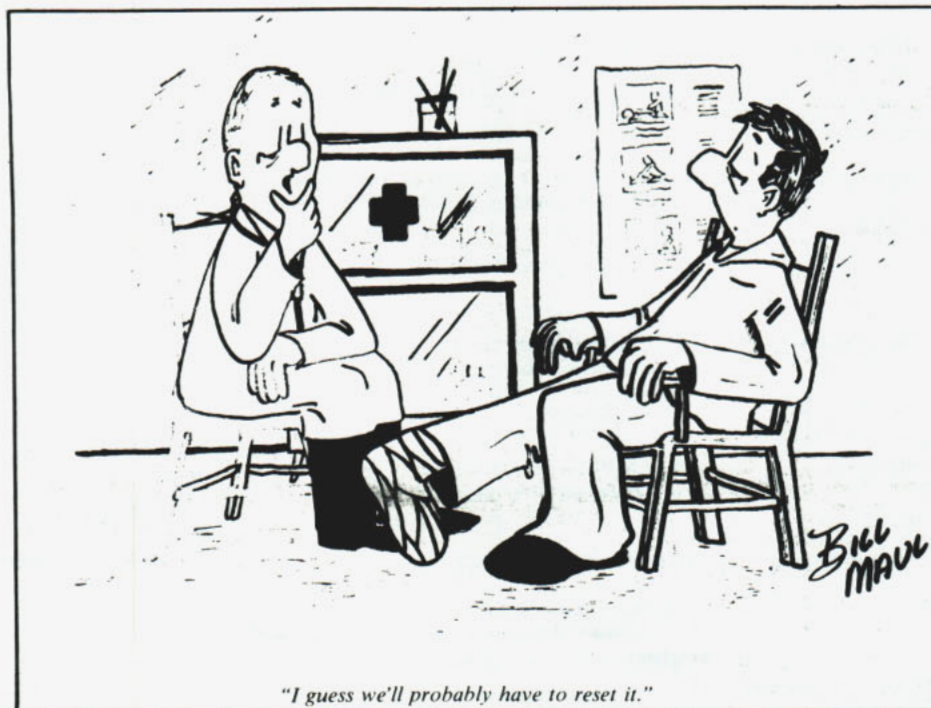
• USS *Rockwall* (APA 230)—Possible reunion. Contact Donald J. Kusnir, 2140 S. Military Trail, W. Palm Beach, Fla. 33406.

• *Marine Corps Aviation Association*—Reunion Oct. 11-14, 1979, Atlanta, Ga. Contact Richard Hebert, P.O. Box 20231, Atlanta, Ga. 30325.

• USS *Gilmer* (DD 223) and USS *St. Mihiel* (AP 32)—Reunion in Oct., 1979, Milwaukee, Wis. Contact Julius Neumann, 3449 S. 84th St., Milwaukee, Wis. 53227.

• USS *Hovey* (DMS 11)—Reunion Oct. 19-21, 1979, San Diego, Calif. Contact Bob Caldwell, 525-275 El Norte Pkwy, Escondido, Calif. 92026.

• *Association of Naval Aviation*—Annual Convention Oct. 18-21, 1979, Jacksonville, Fla. Contact Capt. W. M. Gortney, USN (Ret), Association of Naval Aviation, Bald Eagle Squadron, P.O. Box 621, Orange Park, Fla. 32073.



Stern Shots

Boats have been around since the early days of the Navy, yet few sailors today can identify the various types used in the fleet. Match the type listed with the correct (though brief) description.

● 1. UBs

● 2. PERS

● 3. MWBs

● 4. WHERRIES

● 5. MBs

● 6. PUNTS

● 7. MLs

A. Open square-enders...rowed or sculled.

B. Fast, decked-over...open cockpit amidships...35 to 40 feet long.

C. Divided into forward, engine and after compartments...not very seaworthy...steered by a tiller.

D. Vary in length from 22 to 65 feet...used as cargo and personnel carriers...have even been used in minesweeping operations.

E. Fast, V-bottomed, double-ended...will carry a maximum of 43 persons.

F. Heavy duty, square-sterned...coxswain steers from a platform called the coxswain's flat.

G. Square sterns...are rowed or may be powered by outboard motors.

ANSWERS: Launches

5-B Motorboats; 6-A Punts; 7-F Motor

3-C Motor Whaleboats; 4-G Wherries,

1-D Utility Boats; 2-E Personnel Boats;

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